



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.



Dion's G611WAC

September 2020

The show season has been a disaster, not even any local shows for Patrick and me to attend.

The Notts Classic show was cancelled; we only had three volunteers to attend the Pistons and Props Show at the Sywell Aerodrome, we therefore decided not to attend.

The NEC is cancelled, only the Great British Land Rover Show at Stoneleigh left now, Sunday 22nd November, but still time for it to be cancelled.



We look forward to 2021 when we hope to get our 'shinies' out of storage again.

G175WAC

Julian's 175 was first noted in the November 2015 issue of the Notes (<https://pjgp.co.uk/g-wac-notes/>) and looked very poorly, but here is his latest post on Facebook.

"G175WAC looks almost ready for the road; but there is still plenty to do. She has been given a light resto-mod with selected early 80s RRC spec".



First registered August 1989 and is fitted with the newl 200Tdi (Gemini) that was developed ready for the first Discoverys. The last Mot expired in 2010.

No doubt she will be finished to Julian's usual high standard.

Roy



G563WAC finds a new home in Dorset with Jon

It all starts when looking back to my trip earlier in the year down to Mark's place at Blackheale 4x4 in Devon, to drop off some parts for Mark and Dion.

Whilst at Mark's place with the obvious all things G-WAC and Jay being discussed, we got on to the subject of 563, a very interesting and very early Camel Trophy Discovery used mainly at Eastnor Castle as a training hack but possibly had a role in the 1990 Siberia event too

After receiving an email from Roy earlier in the year I knew that David Spirrett had 563 up for sale but had talked myself out of it Initially, but it had been on my mind ever since.

When the lockdown had eased Roy went to view it and he sent me some photos and a description. I was happy with what I was told. A deal was done, and a deposit paid to David.



With 563 being stripped down since 2006 came the process of getting it and a donor car back to Dorset from Yorkshire! A few phone calls to a friend who owns a lorry, I had the transport sorted.



The next unexpected thing was that after getting to know David a little, I learnt that he had another special Jay up for sale, K461BAC, a 1992 Camel Trophy Discovery used on the 1993 Sabah Malaysia event.

The week before the lorry was due to make the collection, I went up to Yorkshire in a van to collect some of the more fragile parts from 563 and meet David to make payment for the G-WAC.

By this point I was very interested in the other Camel too. Me and my partner Lucy have wanted a Camel for a while and this was a very lucky opportunity to own one. So after a good look over it we decided to purchase this one too...After all there was an extra space left on the lorry!

A week later it all arrived back with me in Dorset. 563 has been sorted out and put under cover until my workshop has been completed. K461BAC will soon be Mo'T'd and back on the road after 11 years and will be enjoyed.



It has been a busy couple of months but well worth it! All this with a fantastic weekend in between down in Devon at 'Camp Rustfest' with the Project Jay Southwest sector. I cannot thank Dion enough for a great time had by all at the event.

With so many 'new' Jays in the fleet I had come to the hard decision that one of my Jays had to go and that being G611WAC.

She will be going to Dion into his collection in Devon, which I could not think of a better new home for her. I'm sure he will do a write up on his plans for her in the near future!

Jon



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G610WAC Part 1

Where to start? That is the question. 610 has definitely seen better days. It had been partly restored, inner wings, off side sill, and rear floor, which all sounds good, but it had been in a barn for a couple of years and surface rust has attacked all the untreated surfaces, not to mention the fine covering of farm dust being inground to both the materials and plastics.

To a large extent, the interior and the dash has been dismantled including the dash. This was due to the heater unit apparently giving up the ghost, so most metal work is exposed. The components were either in boxes or laid in the rear, so I am not too sure if anything is missing yet. The plan is to clean everything up that has been removed to identify what components I need to source.

Carpets were the first item, these were subjected to a jet wash and VAX carpet cleaner to try to mask the 'farm smell'. These have been bagged and stored in the garage roof.



were also present, I can't imagine what they expected to catch in there. This was stripped to small components and carefully cleaned with an old toothbrush and cotton buds.

All the doors are in a shabby state with the aluminium skin split on the fold over. These will be a winter project in a warm garage. The driver's side has been replaced with a 300 item; the original being stored in the rear of the car. On close inspection there is not a lot to choose between them, so I am opting for trying to repair the original. I have stripped one door down to the shell, photographing the location of all the wires and door lock mechanism.



After lockdown, we took a holiday break at a house in the dales with some of the children and grandchildren, which I knew would entail lots of playing in the garden and periods of sitting on the patio with Jeanette drinking coffee. I pondered what to do whilst she sat there knitting, so I packed the instrument panel and some small tools.

The dust gets everywhere, even behind the clocks. Spiders and webs



I will have to study the circuit diagrams to check if the central locking actuator, window winder and door mirror still function correctly. There is a lot of surface rust on the base, but no holes rusted through. The lower section also has a crease, so I will remove the skin and attempt to straighten it out. I will then try to weld or braze some aluminium to the original skin to reform the folds around the door edges. The 300 door may be a good donor for the strips of aluminium to use as filler whilst welding.

Stephen.

Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@g-wac.com or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

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