



Jon's G563WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Ian's G603WAC

November 2020

My small collection of Jays include a G-WAC Tdi, a G-WAC V8, an Mpi, a 5-door pre-production V8i, a regular production L registered 3-door, (my 'winter wheels') a Honda Crossroad and a rather unusual 5-door Jay body on a factory registered RRC chassis. (I have not yet found out how that came about).

To enhance my small collection of rare Jays I would like to add a commercial but cannot find one. If anyone comes across one, please let me know.



Richard Hall gives the PJPG a mention in LRM

I always find the stories of interest in the Norfolk Garage pages of the Land Rover Monthly magazine.

The regular work that Richard carries out at his garage is mainly on Defenders or Series Land Rovers but most of the mechanical jobs are similar to what we may do on our Discoverys.

When doing some rust removal on his workhorse Discovery ready for the MoT, on page 33 of the January issue of the magazine he writes about 'My Disco 1 weldathon'. As usual the job starts with a small patch but extends to a rear floor replacement and the side panels that the floor sits into.

In his final paragraph of the article he says that he is pleased to find that he is not alone in wanting to keep his early Discovery on the road. He mentions the PJPG and the fact that he is encouraged to see that people are tackling Discovery body rot "much, much worse than mine"

Thank you Richard.

Roy



Side steps on G526WAC

The side steps on 526 must be nearly 30 years old and despite a scrape and repaint a couple of times during the time that I have owned her, they finally rusted away.

When my local Land Rover Distributor, Lloyd Land Rover Ripon, offered me a pair of NOS steps at a knock down price I could not refuse them.

With the old steps removed I took the opportunity to take the plastic sill finishers off to give the sills a good scrape and paint.

Removing the plastic rivet fasteners is a fiddley job if you want to retain the pegs that secure them. I sometimes drill a small hole in the peg, insert a small self-tapper and with a pair of pliers give the self-tapper a good pull and the whole rivet comes out.

The lazy method is to punch the peg through, but you then lose it to the inner sill, and they cannot be retrieved. But all is not lost. If you raid your wife's/girlfriend's knitting box and select a size 5 knitting needle (a plastic one), you just need a short piece to replace the peg that is lost to the sill. (Don't forget to put a point on the shortened needle or you will be in trouble!) (perhaps it would be better to take the pair, because a very short size 5 would be noticed).



Roy

2020 at Blackeheale 4X4

What a strange year it has been for us all. But fortunately, down here in Mid Devon things have carried on almost as normal. Delays in suppliers deliveries has been the biggest hindrance for me.

The year started with restoration of James's Range Rover Classic turning into a bigger overhaul than we first allowed for. The end result was good (still not convinced with the bonnet James)



I collected G469WAC on the return journey from delivering James's RRC. 469 had been dry stored for a number of years, so hopes were high. Those hopes were short lived as it was rotten in all the usual places and MORE. The whole of the roof section was too far gone to save. It was stripped then moved over to allow work to continue on John's Heritage 110. This has been a fill in restoration started last October.



After the chassis and running gear on the Heritage 110 had been restored, 469 came back in, together with another 78' RRC. Working on three vehicles is challenging with the space we have here. The 78' RRC was reasonably easy to restore and sent off to the paint shop.

The body on 469 was separated from the chassis and stripped, then the chassis and running gear restored. The shell was then tackled.



Every floor component was removed, bar the tunnel, and was replaced with new. New front inner wings and front bulkhead was also required. Once the shell was solid again the roof could be removed. I had a good 5-door roof, so this served as a good donor. After many extra hours she is completed. New outer panels are required then she is off to the paint shop.

John's Heritage 110 is having an engine rebuild during the evenings (together with the V8 from 469). The body is waiting to go to the paint shop when the 78' RRC returns!



So, it is still all go during these unprecedented times. With three more RRCs waiting to be started I cannot see 2021 being any easier.

What about my own collection? Well nothing has been done really, 494 is still waiting for its return to launch specification, 477 has been stripped and 602 (stumpy) has been forgotten about. All the others will have to wait a little longer, plus I must stop buying more projects! I blame Dion, Jon-Luke and Tim.

Best wishes to all Jay fans, hope we can all meet up at the shows in 2021.

Mark

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Frank Elson's blog

Frank's monthly blog is always a good read; this month he writes about the new Bowler CSP575, the 110 look alike, and the cost.

His story about the Austin Champ is funny, but I don't think the RAC would fall for it these days as they won't respond to repeat faults.

Read his blog at: <https://frankelson.home.blog>

G602WAC (Stumpy)

On the 3rd March 2020, George Jeffcoat posted on the PJPG Facebook group that he had just bought G602WAC. A sad picture was also posted of it sat underneath a fallen conifer tree. Having been 'bobtailed' earlier in its life it looked in a bad way.

After a few comments on the post, my name was mentioned and within a few minutes I was talking to George and a deal was done. I had bought 602 (why?)

George stored 602 at his workshop until I could arrange collection as lockdown had just started. Early on the morning of 26th May, a friend who runs a transport company in Cornwall, collected 602 on his return trip and promptly delivered it to my workshop the same day.

Stumpy will be saved and returned to normal length. The chassis can be repaired as it has been modified quite neatly. The body shell can also be saved, just requiring a new roof when all the rear panels have been returned to normal.

It is on the end of a long list of rebuilds here at Blackheale 4x4, but will be done after work on G477WAC has been completed.

Mark



PJPG classic car shows for next year

We had hoped that this month the Lancaster Insurance Classic Motor Show at the NEC would still be on, but it was cancelled as all the other 2020 shows have been.

If all goes well with the Covid pandemic, the Practical Classics Classic Car & Restoration Show scheduled for 26th-28th March next year at the NEC will be our first show of the season.

At this show our stand usually sits alongside the well-established Series One Club, the Range Rover Register, and the Series 2 Club. We are now well established as an exhibitor at this show and are given a larger stand each year that we attend.

Our Secretary, Ian, is running the stand. If any of our G-WAC followers of the Notes would like to have their Jay on our stand, please give him a call on secretary@pjpg.co.uk

An application form to join the PJPG is on the back page, or you can join on our website www.pjpg.co.uk

This is a restoration show, so it is not necessary for your Jay to be a pristine example.

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Back issues of these Notes can be found on our website www.pjpg.co.uk

