

G-WAC Notes

From the
Project Jay Preservation Group

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



Kiel's G603WAC



John's G510WAC

July 2021

Two shows already this month and as I write, the Gaydon Land Rover show gets underway with eight spaces fully booked on our stand. The Devon and Dorset Branch of the PJPG are making their way to Gaydon and having a torturous 8hr journey.

The September issue of Classic Land Rover magazine is now on the shelves of the newspaper shops and a report about the Legends event contains a few words about the PJPG stand.



G603WAC in restoration

My spies are always on the lookout for a Jay in hiding, and when Dylan was looking for a paintshop in Ripon to do some tidying on his Crossroad, he came across 603 undergoing a complete re-spray. Steve Pitchforth owns a paintshop in Ripon and is currently painting 603 for new owner Kiel Ward of Wakefield.

Kiel owns KSW Engineering (Yorkshire) Ltd and manufactures steel gates and fencing. He may just be the man to repair some rusty Jay bumpers that I have lying about.



On his travels round Ripon, Dylan also came across K716GKV languishing in a yard. ---KV is usually a factory registration, so may have a factory history.

Dylan does not know who owns her but will try to find out.

Roy



PJPG at the Classic Land Rover Gathering – Skillington, Lincolnshire 23 – 25 July

Four Jays represented PJPG at the Classic Land Rover Gathering at Skillington, near Grantham in Lincolnshire on 23 – 25 July. This is a new fixture in the show calendar and was the second PJPG event of the year after Land Rover Legends in June. The event was previously planned for last summer but had been postponed because of the Covid 19 restrictions.

The event was organised by Classic Land Rover magazine who are long-term supporters of Jay preservation, with a number of members vehicles featuring in their pages over recent years. Held at Lower Farm, the event was styled as a ‘relaxed and traditional sort of Land Rover event with a nostalgic and vintage feel’ and so it proved. The emphasis of the show was primarily on the Land Rover heritage enthusiast market rather than ‘big wheels and lights’ segment.

Patrick Berry was show co-ordinator and did an excellent job of setting up shop on Friday, bringing Roy's G526 WAC as advance guard. Paul Davies and I (G510 WAC) and Dylan and Sue Taylor (G513 DHP) arrived early Saturday to complete the PJPG display. Luke Petch (H158 NJM) replaced me and Paul on the Sunday.



Despite its modest pretensions, a wide variety of interesting Land Rovers were in evidence – some of considerable historical significance.

Of special interest was the Dunsfold-owned ‘Darien Gap’ Range Rover, lending its support to a presentation from Colonel John Blashford-Snell CBE about the 1971-72 British Trans Americas Expedition that is marking its 50th anniversary this year.

There was also a variety of demonstration and display activities on offer in the display arena and inside the main barn.

Camping facilities were available for those that wished, and a decent range of food and drink outlets kept visitors refreshed.

Overall, the Gathering was more akin in feel to a large club meet than a regular Land Rover Show – and none the worse for that. It is to be hoped that it is held annually and can grow to be larger but without losing its charm and feel. Well done to Patrick for organising us all so efficiently!

John



PJPG was granted a prominent location close to the display field entrance; we had three vehicles on show at any given time. A steady stream of visitors came to inspect our cars with a surprising number commenting how they'd ‘had one just like this’ or ‘I need to get mine back on the road’. Everyone seemed very pleased to see the Jays; they stood out well in the larger gathering of Defender and Series vehicles. The stand location, while compact, presented well and efforts to ensure an orderly turn out were rewarded with the prize for Best Club Stand on Sunday!



Too many Jays? Not really

Storage is the problem. I have a double garage and when I had just the car and 526, they both fitted in ok. Blackie arrived as my winter wheels, but being just that, a winter runabout, she slept outside anyway. No sunroofs.

I bought the pre-pro, G513DHP, so the car had to sleep outside. To cut a long story short, several years ago I took storage space at our local theme park, Light Water Valley.



Good value for money, heated, access at all times and along with some other classic cars. Stephen and I rented space for three Jays.

Unfortunately, the agreement came to an end recently, so I am looking for something locally for four Jays. I could put a double garage on the lawn, perhaps a tandem wooden structure, sell the Rover 75 car and use the Mpi as my daily driver.



That would reduce the number of Jays that would have to sleep outside to two: correction three, I have bought a Jay commercial, which is still at Mark's place waiting for me to collect.



Roy

Frank Elson's blog

Frank's monthly blog is always a good read; this month he writes about the gremlins with his L322, and selling some spares .

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



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

Issue 168 July 2021

Project Jay Preservation

Group

You don't need to own a 'Jay', just lots of enthusiasm!

Membership application form

(Please use Block Capitals)

Mr/Mrs/Miss/Dr/etc	Year of birth	
First Name (s)	Surname	
Address (1)		
Address (2)		
Address (3)		
Town		
County	Postcode	Country
Telephone Daytime	Mobile	
E-Mail Address		
Family member name (s).	Relationship to full member	

Vehicle Details. (Optional)

The Group operates an anonymised Vehicle Register which is open to members only. Your name, location, registration number, owner history and MOT history will not be visible to other members. Other members may send messages to you through the Register, which you will receive as an email, although your contact details will not be disclosed to others. This approach allows members to communicate privately whilst satisfying data protection regulations. You can change this setting at any time on your membership record.

Three or five doors.

Date of First Registration	Registration No.
Petrol / Diesel (circle as appropriate)	VIN
Engine Number	Engine size (cc)

Body type. Five or seven seats. Commercial. Colour

Condition. Preserved or fully restored
History.

Annual Subscription: Full member. £25.00

Family membership (s), residing at the same address £5.00

Total amount payable to the Project Jay Preservation Group £_____

I enclose a cheque made payable to "Project Jay Preservation Group"

Please post to Membership Secretary: -

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