



G-WAC Notes

From the
Project Jay Preservation Group
A news Sheet for those who are interested
in the factory registered G-WACs



April 2024

How time flies, the PJPG was formed on the 1st of January 2019 and an AGM will take place on their stand at the LRM Big Weekender Malvern Three Counties Showground on Sunday 19th May at 10.30am. The committee stands down each year and will ask to be nominated for another year, if they wish, or new members will be elected to the committee for the next year.

The club have over 90 members. Kira, their editor, produces the Jay News newsletter each month with hints and tips for work being completed on their restorations, spare parts availability, and reports of classic car shows which the club have taken stand space to show their Jays.

G610WAC at the NEC. See page 2



Squires Café Bar. Coffee and Cars meet Sunday 12th May

Squires Cafe Bar was originally known as 'Squires Bradburys Milk Bar' when it first opened back in 1954 and was situated in the small town of Sherburn in Elmet in North Yorkshire.

It quickly became a popular destination for motorcyclists, with many riders coming from all over Yorkshire, the North of England, and all parts of the UK.

In 2002 Squires moved to a larger site on the outskirts of Sherburn, which further expanded its customer base, with people now coming from not only all parts of the UK but from all over the world. Many of the customers from the original café.

In recent years the café has started to encourage car owners to meet and has themed meets for specific makes of cars. A Classic Ford meet is a popular event.

Sunday 12th May is Land Rover Discovery day. All models of Discovery will be welcome from D1 to D5 and Sport, and there will be a few Jays to have a look over.

The café opens at 8am, and breakfast is ready soon after. Have a look at their website, on the What's On tab. Home - Squires Cafe (squires-cafe.co.uk) LS25 5LY

G610WAC at the Practical Classics Classic Car & Restoration Show

March 2024

The restoration show at the NEC in March is very much a hands-on show, the organisers like to see stands with restoration projects being worked on as well as running and restored car on display. To this end, I had G610WAC on display for the first time, firmly in the restoration element of the stand. I towed 610 behind Katie, a 1993 200TD, which pulled the car trailer at 60mph without effort.



Setup was on the Thursday with the show taking place on the Friday, Saturday, and Sunday. The Project Jay stand also displayed Ian's 200Tdi and Patrick's Mpi. Ian also brought a good selection of blue interior trim to display which was a shrewd move as Patrick purchased the job lot off him for restoration of his BKV!

I planned to do some work on 610 which included removing the front and rear RH wings and had the Land Rover workshop manual to hand. The front wing came off easily enough but the rear wasn't so successful. Following the manual, the rear bumper, fuel filler hose, interior trim, rear light cluster and side window came off easily enough. The problem started with finding only 20 of the 21 bolts noted in the WSM.



Progress was quite slow over the three days as quite a lot of the time was spent discussing the merits of the Jay as a classic and its practicality in everyday use. With the NEC shows located near to the Land Rover factory, there are always many ex-employees Land Rover of the 'Jay' era who visit this show and reminisce with stories of development and production. Apparently, the Portakabin where the development team were based, was nicknamed 'Slumberland'. The launch to the workforce was apparently quite emotional when it

became clear to all that this vehicle would be a market leader and ensure there would be a good future for the factory and employment prospects.

Apparently after three years of production, vehicles going into the dealership for service were treated to a 'customer loyalty pack' which incorporated six upgrades. There are only five described below, the chap who was relaying the story couldn't remember the sixth.

A revised fuel spill rail on the 200Tdi was introduced to reduce leakage, the air cleaner had a trumpet that protruded through the inner wing, and this did have a tendency to wear a thin line through the NSF wing so it was removed and thrown away. The handbrake clevis pin may have been fitted with a star lock washer (I think that's how it was described), which had failed in service, so a drilled item was fitted with a split pin. The head lamps were upgraded to a new lens pattern, and the lower hinge on the rear door swapped for a sturdier item that spread the load. This required two Rivnuts fitted to the inner face of the door.

Whilst this work was undertaken, the customer was loaned a Romulus, as they were just coming onto the market, hopefully to entice the owner to trade in for the face lifted model.



The visitors to the stand were many and varied, Land Rover design office personnel, main assembly line testing and development and type approval of the production vehicles. Another very interesting visitor worked for the Department of Transport, he had been seconded to the Land Rover team who were developing and testing the prototypes ready for type approval. Some of the testing of the prototypes was apparently undertaken in Spain on fairly new 'toll' motorways. This ensured that traffic volume was particularly low.

Approaching lunchtime on the Sunday, the afternoon was spent re-assembling the items that had been removed. It was an interesting show, but after three days of standing around talking, my legs and feet were starting to ache.

Stephen

GxxxWAC

The Jay with the as yet unknown registration number, is making progress at Mark's Blackheale 4x4 workshop in Devon.

The latest picture shows a new basecoat of Mistrale blue being sprayed on the repaired body and front wing.

Mark says "Mistrale blue base coat, soon be time for the shell to meet chassis once again."

If the PJPG are granted a stand again this year, and it is completed in time, it will make a good exhibit at the Lancaster Insurance Classic Motor Show.

The show takes place at the NEC in Birmingham and scheduled for 8th – 10th November.

Roy



The restoration of G482WAC continues

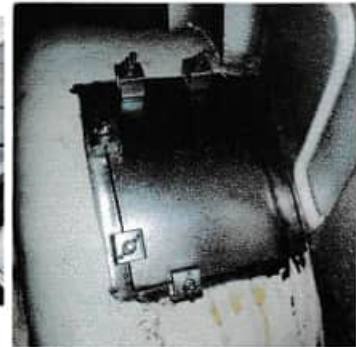
Emrys Kirby's work is described in the May issue of Classic Land Rover magazine. On page 82; is part 4 of his work.

The page is headed 'Silly Season' and describes the replacement of both inner and outer sills.

Emrys has not removed the body, but has taken the precaution of holding the shell firm by bracing the body with some bars welded across the body over the transmission tunnel.

Next month he will be tackling the main boot floor and the side floor panels round the wheel arches.

Repair of the seat belt fixing on a rear wheel arch is nearing completion.



Project Jay Preservation Group at the LRM Big Weekender. Malvern Three Counties Showground 18th – 19th May 2024

A Welsh show is normally run over the same weekend and the South Wales Land Rover Club usually invite us to exhibit on their stand, but the SWLRC have decided not to exhibit this year, so Patrick has asked me if I would like to run a stand at the Malvern Land Rover Live show.

Following their triumphant debut in 2023, the two-day Land Rover Monthly magazine event is back, bigger and better.

The cost of showing a Jay on the stand is £20 for the weekend, and the ticket price includes one for the driver and one passenger. The show includes camping, trade stands, a live events arena, beer tent, entertainment for the whole family, autojumble stands and a whole lot more.

We have been allocated a stand for eight Jays; all eight places are now taken.

Roy



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 ; -

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