



## NEC Practical Classics, Classic Car and Restoration Show.

The first show of the season is always a challenge to find someone who can find the time to spare their car for four days, but Patrick came up trumps again this year, having four Jays on show.

Ian, Morgan, Patrick and I took a good sample of Jays to show the public our efforts to save a few of these old Discoverys.

Ian had on show his well restored 3-door with the 200 Tdi engine, Morgan his very tidy 5-door Mpi, Patrick his Tdi Discovery Commercial (van) and I took my pre-production 5-door 3.5 V8. So, a good selection of body types and engine configurations.

The 2.0 litre Mpi engine was quite a discussion topic because visitors did not recognise the engine as a regular Discovery fitting and therefore suspected that it had received an engine transplant.

Although the theme of the show is restoration, and the organisers ask for exhibits to be in a state of restoration, it is acceptable to have the finished product on show too.

### Patrick's van.



Patrick had some work to do on his exhaust and spent some time on his back under the van. Others had their bonnets open tinkering with bits and pieces, so the stand looked very workmanlike.

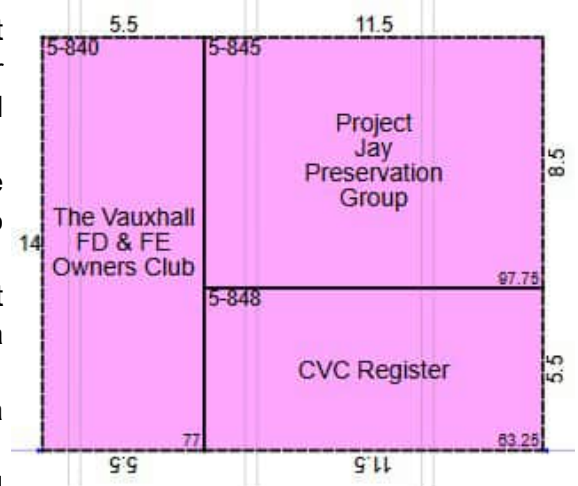
At previous shows we have had a stand with three sides on the walkways open to the public, but only two sides gave direct access to our stand this year.

We hope to enroll new members at the show, but not this year though, although following the show there was a big influx of members on our Facebook page.

We always stay at the Premier Inn, Solihull and have a very pleasant meal in the evening.

On Saturday evening, Morgan and his dad Niall joined us for a meal too.

Roy



## G-WAC Notes

Past copies of the Notes can always be found on the Project Jay Preservation Group website at [www.pjpg.co.uk](http://www.pjpg.co.uk)

## G513DHP at Dan Clark Services, Sandhutton, North Yorkshire.

Late last year we carried out a full body restoration on Roy's Pre Production Jay, 5-Door 3· 5 Efi.

Roy had taken her off the road in September 2023 due to overheating issues and some known corrosion in the body.

I collected 513 from Roy in August 2024, first job was to remove the engine. Roy's son, the PJPG webmaster Stephen, had agreed to fully rebuild the 3·5 Efi V8 for Roy whilst we repaired the body. Next, we stripped the vehicle of all of its interior trim and exterior body panels.

The inner and outer sills, rear wheel arches and front floor pans were 'peppered' with corrosion. After a conversation with Roy, it was agreed that full inner and outer sills, front floor pans and rear wheel arches would be replaced rather than patching.

Over the coming couple of weeks new DDS panels were welded in along with new body mountings then prepped and painted.

The engine returned from Stephen fully rebuilt and was fitted along with a new clutch and exhaust.



Following a full brake and transmission service the interior was cleaned and refitted, doors and wings were refitted and realigned.

She was then presented for MOT where she achieved a pass with no advisories. I carried out around 150 trouble free test miles before handing her back to Roy.

The 3·5 Efi coupled to the LT77 5-speed gearbox really does make for an enjoyable driving experience, a vehicle I must say I was a little sad to hand back!

Dan

Dan Clark Services Ltd. Tel – 01845 440171



### Sew-on badges

Cloth badges are now available, at £4.00 each, plus post and packing.

They can be ordered by emailing me on [shop@pjpg.co.uk](mailto:shop@pjpg.co.uk)  
Daphne.

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](mailto: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 211 March 2025