



Lee's G461WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

A News Sheet for those who are interested in  
the early Land Rover Discoverys



Lee's G302WAC

## August 2018

I am having a few days away for a break from the PC, so I am early this month with only two pages, but will be back late September with a bumper report about the Peterborough show, and perhaps some words from Ian about his progress with the rebuild of G463WAC, and from Mark about his progress with my G478WAC.

Devon and Cornwall Section of the Discovery Owners Club report some changes for this year's party, [www.discoverybirthdayparty.co.uk](http://www.discoverybirthdayparty.co.uk) and I look forward to the trip to the south west in October.

## Behind the plastic sills

The steel body sills are notorious for rusting, and one of the jobs that I did when cleaning and checking my latest acquisition, was to remove the plastic sills and give the metalwork a good wire brushing, and a coat or two of paint. Fortunately the sills had not rusted through!!

The plastic sills are not difficult to remove, a 10mm nut and bolt at the front and usually a self-tapper at the rear. The 7 or 10 'rivet-plastic' fittings (part number 79086L) can be removed by punching the round plastic pin through the rivet, but unfortunately the pins are then lost to the inside of the sill and cannot be retrieved for re-use.

There is a solution however. Drill a very small pilot hole in the end of the round plastic pin, insert a small self-tapper, and with a pair of pliers, give the tapper a sharp pull and the pin will come out together with the rivet.



Alternately, if you can't use the self-tapper method, raid the knitting box of your wife/girlfriend and steal a plastic knitting needle, size 5.5mm.

Cut the needle to lengths of 15mm, and you will have as many pins that you are likely to need for your fleet. (Unless you have as many Discos as Mark).

## L270MCF. The Honda Crossroad

I have done as much to the Crossroad as I can just now, so she is away to Ripon 4x4 for some welding and pre-MoT check.

Gary collected her from my place with his trade plates. I followed with a tow rope, just in case she did not make it. She had been delivered to me by breakdown truck, and only driven up and down the drive a few times.

There was no need for me to have worried about her reliability,



Gary set off at such a pace that I could not keep up on the country roads to his place at Dalton.

There was a big grin on his face when I arrived, and he said that it was

the best 3.9i auto that he had driven.

I am relying on him, and sons, to patch her up so that I can take her to the Peterborough Land Rover Show.

## James, and gardening

We moved to Warwick a few months ago and I thought that it was time to do a bit of gardening. I hate Cortaderia *selloana* (pampas grass) so decided to dig it up.

After a while, trying to dig into the now solid earth, it occurred to me that there was an easier way, and I do like it when I can mix gardening and Land Rovers.



If weeding was this much fun I would do it more often.

James

