



# G-WAC Notes

From the  
Project Jay Preservation Group



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

## May 2022

The next couple of weeks will be busy travelling so I must use G526WAC, the Tdi, to economise on fuel. The van is a Tdi, but Daphne prefers the lighter interior with windows all round in the estate.

The ALRC National Rally is next weekend and the following weekend is the Legends at Thruxton.

My Honda Crossroad was last on the road in September 2020, so may have a few rusty bits to contend with before I put her in for an MoT. The rear bumper was never fitted correctly so that will be refitted after some paint has been put on the rear of the chassis.

## Work continues on G490WAC

I've been very busy drilling crops on the farm recently during the good farming weather, but every chance I've had I've been doing little jobs to 490.

The latest job I tackled was the sill body mounts that weren't attached, they are now re-attached!! My next job will be a new brake master cylinder and brake lines all round.

Every little bit of progress is another step closer to an MOT, which I'm really hoping to have done by late August.

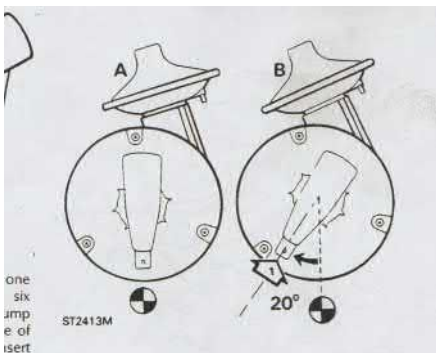
Jon



## Oil pressure on G478WAC

The lack of oil pressure is now fixed. With being in storage during the Covid shutdown I suspected that the oil had run back from the oil pump into the sump. However, that was not the case, a sticking pressure release valve was the cause. With a clean out and a light rub with fine wet-or-dry emery paper, it was free to return to its seat.

The distributor had been out to spin the pump using the priming tool and I followed the instructions in the service manual for refitting the distributor by putting the engine on TDC number one cylinder and pointing the rotor arm to the distributor clamp hole.



With the distributor cap back on she would not fire up. The setting in the service manual is only an initial setting and the accurate timing is set by strobe once the engine is warmed up, but she should have fired up.

I thought that perhaps I had set the TDC to number six cylinder instead of number one, but on checking it was on number one TDC.

Following the plug leads from the cap to the plugs I realised that the number one lead was in fact fitted to number four hole in the distributor cap. With all the leads moved round two places she fired up.

A trip to Dan at Dan Clark Services for a final strobe and she runs as sweet as any V8 should do.

Roy

## Ongoing Restorations

With a few restorations on the move, perhaps a list of specialist restorers would be handy for Jay enthusiasts to know about?

Dan Clark Services has recently completed a body off on his G601BKV.



Blackheale 4x4 made a pristine job of my G478WAC, and is currently working on M382RCY, a very late Jay, registered in August 94, owned by Richard Llewelin.



If Jay specialist restorers would like me to list your restoration work with a picture and a recommendation from a customer, then do give me a call.  
Roy

## Taxed G-WAC Discoverys

My listing last month of taxed and tested launch Jays showed only three were taxed and four currently tested. The May research for the regular production Jays shows only three taxed and tested.

Reg. Number	Engine	Colour	Taxed to	MoT expiry	Owner
G301WAC	Tdi	Red	SORN	10.06.08	Ashley Price
G302WAC	V8	Blue	SORN2	01.04.16	Sold to the USA
G308WAC	V8	Blue	Untaxed	11.03.09	Robin Gray
G309WAC	Tdi	Blue	01.10.22	27.09.22	Jamie Firrell
G310WAC	V8	Blue	SORN	No details	Mark Simpson
G311WAC	V8	Blue	SORN	No details	Ivor Ramsden
G312WAC	V8	Blue	Untaxed	No details	Jochen Baldamus
G314WAC	V8	Red	Untaxed	No details	Owner unknown
G316WAC	V8	Silver	SORN	08.11.12	David Maingot
G323WAC	V8	Blue	SORN	No details	Colin Crookson
G405WAC	Tdi	Blue	SORN	27.07.15	Richard Llewelin
G406WAC	Tdi	White	SORN	30.06.12	Kira Dawson
G409WAC	V8	Blue	01.06.23	10.05.23	Bill Polintine
G410WAC	Tdi	Blue	SORN	10.04.14	Alan Young
G563WAC	Tdi	Red	SORN	No details	Jon-Luke Masters
G601WAC	Tdi	Silver	01.03.23	21.02.23	Julian Lamb
G602WAC	Tdi	Silver	SORN	06.06.12	Mark Harrow
G610WAC	Tdi	Blue	SORN	05.12.15	Stephen Preston
G611WAC.	Tdi	Green	SORN	14.04.10	Dion Johns
G618WAC	Tdi	Black	Untaxed	No details	Steve Ducker
G635WAC	Tdi	White	SORN	08.11.20	Tim Lavercombe

### Frank's blog May 2022

Frank always enjoys his visit to the Land Rover Show at the British Heritage Museum at Gaydon and he spends some time chatting to old and new friends.

He mentions his visit to the PJPJG stand for a look at our eight exhibits.

Have a look at his May blog. <https://frankelsonhome.wpcomstaging.com/columns/>



### G478WAC fuel starvation

On the way back from Weston Park, I had been on the motorway most of the journey at a good turn of speed, but slowing down on the exit slip road to exit at junction 48 on the A1M she lost power.

I managed to clear the slip road and pulled into the side of the road and the engine stopped. I had not stopped very close to the verge so put her in gear and tried to move her closer on the starter. The engine fired up again and ran with no hesitancy.

On the V8 carb engine fitted to this Jay, there is a small petrol filter on the left inner wheel arch and the fuel feed pipe and return pipe run on top of the chassis. I therefore suspected that with the pipes being close to the left bank exhaust manifold, fuel vaporisation had occurred when traveling slowly with little cold air passing over the pipes.

On the V8i fitted in the pre-pro. 5-door the fuel pipes take a different route because they go into the injection system at the top of the engine on the right-hand side above the exhaust manifold.

In the spares manual the fuel system illustration for the V8i shows a fuel pipe protector wrapped round the pipe, part number, ESR3298, but no such illustration for the carb system.



Whilst at Gaydon my son fitted some silver cooking foil in the hope that it would reflect the heat away from the pipes. I had no problem on the way home from Gaydon but have now purchased a V8i protector to fit to 478 at some time.

## ALRC National Rally 2022. 28th May to 5th June

The PJPG has recently become members of the Association of Land Rover Clubs, Patrick thought that we should have a presence at the rally this year and has given me the task of organising a PJPG stand at the rally.

The annual rally is mainly about interclub competitions, cross-country trials, team recovery, etc. The PJPG is not a 'Competitive Member' of the ALRC and will not be able to enter the competitive side of events.

As well as the competitive element there will be a children's treasure hunt, concours d'elegance, bicycle trial, etc. The event is organised by a member club at a different venue each year. This year it will be held at the Bilsington Priory in Kent.

There is a holiday element for camping and caravanning starting on 28th May and the National Rally starts on Thursday 2nd June and closes Sunday 5th June. Camping will remain open until Monday 6th June.

Afternoon tea will take place on the lawns of the Priory, to celebrate the Queen's Platinum Jubilee year on Thursday afternoon

Details can be found on the ALRC website, [www.alrc.co.uk](http://www.alrc.co.uk) where you can book a daily visitors' pass for £5.00, and camping can be booked on the National Rally Camping tab.

Daphne and I will be there on Thursday until Monday, and we look forward to seeing you there on one or more of the days and exhibit your Jay on our stand.

## Worm and Sector steering gear on a Discovery 1 Jay

I mentioned last month that now I have had G478WAC on a few long hauls, I felt that the steering wondered a little on the motorway and other straight roads, and that the backlash in the box needed adjusting. There is an adjuster on top of the box to reduce backlash.

Generally, in this type of steering box, the manufacturers make the gear with a larger backlash in the lock positions. This is because the maximum wear occurs in the straight-ahead position of the worm and sector. When the box is adjusted to compensate for the wear, it reduces the risk of seizure at the full lock position.

Before adjusting for wear, it is essential therefore that the steering wheel is set in what I call, the 'centre of the box'. This entails lifting off the drag link ball joint from the drop arm on the box, so that the steering wheel can be turned from lock to lock unhindered.



With the steering wheel on full lock one way, mark the top of the wheel with tape. With the wheel on full lock the other way, mark the top of the wheel again. From full lock to lock is usually about 3.75 turns. The result on 478 showed that the wheel was not in the 'centre of the box' by about 0.25 of a turn. The 'centre of the box' is about 1.875 turns from full lock.

Remove the steering wheel without turning it and refit it to be central, but don't replace the nut until you have checked the central position again by repeating the tape exercise.

With the drag link ball joint refitted, the steering wheel was still not in the 'centre of the box' when traveling straight ahead on the road. This was then corrected by adjusting the length of the drag link until the steering wheel was central when on a straight road. The drag link has ball joints with right and left-hand threads and is easy to adjust the length.

Only then should the backlash be adjusted to the recommended 0.375" turn of the steering wheel.

Roy.

## Current known owners of G-WAC registered Land Rovers. May 2022

For the launch or the Discovery there were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC. Only 22 are known to survive.

G457WAC	Tdi	GA382997	Corallin red	Famous Four. Lincolnshire
G459WAC	V8	GA383001	Davos white	The Dunsfold Collection. Surrey
G461WAC	Tdi	GA381742	Caracal black	Sold to the USA
G463WAC	Tdi	GA381744	Davos white	Ian Rawlings. (Camel training Hack)
G465WAC	Tdi	GA381747	Marseilles blue	Jack Straw
G469WAC	V8	GA381755	Windjammer blue	Jon Chester
G470WAC	V8	GA381740	Windjammer blue	Rob Stewart
G477WAC	Tdi	GA385690	Zanzibar silver	Mark Harrow
G478WAC	V8	GA385691	Foxfire red	Roy Preston
G480WAC	V8	GA385693	Davos white	David Ashburner
G482WAC	V8	GA385695	Davos white	David Ashburner
G486WAC	V8	GA385699	Caracal black	David Ashburner
G488WAC	V8	GA385703	Davos white	Robert Blanchard (USA)
G490WAC	V8	GA381737	Mistrale blue	Jon-Luke Masters
G494WAC	V8	GA387686	Mistrale blue	Mark Harrow. (Camel training Hack)
G496WAC	Tdi	GA387688	Mistrale blue	Rob Ivins
G510WAC	V8	GA387692	Arken grey	John Davies
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC.	Tdi	GA389241	Marseilles blue	David Ashburner
G526WAC	Tdi	GA389243	Marseilles blue	Roy Preston
G531WAC	Tdi	GA393354	Davos white	Ashley Culling
G534WAC	V8	GA393359	Zanzibar silver	Rob Buckland

### Other Discoverys with the G-WAC registration numbers

G301WAC	Tdi	Red	Ashley Price
G302WAC	V8	Blue	Sold to the USA
G308WAC	V8	Blue	Robin Gray
G309WAC	V8	Blue	Jamie Firrell
G310WAC	V8	Blue	Mark Simpson
G311WAC	V8	Blue	Ivor Ramsden
G312WAC	V8	Blue	Jochen Baldamus
G314WAC	V8	Red	Owner unknown
G316WAC	V8	Silver	David Maingot
G323WAC	V8	Blue	Colin Crookston
G395WAC	Tdi	Green	Andrew Bullas
G405WAC	Tdi	Blue	Harry Harrison
G406WAC	Tdi	White	Sean Dawson
G409WAC	V8	Blue	Bill Polintine
G410WAC	V8	Blue	Alan Young
G563WAC	Tdi	Red	Jon-Luke Masters
G601WAC	Tdi	Silver	Julian Lamb
G602WAC	Tdi	Silver	Mark Harrow
G610WAC	Tdi	Blue	Stephen Preston
G611WAC	Tdi	Green	Dion Johns
G612WAC	Tdi	Blue	Jack Travers
G618WAC	Tdi	Black	Steve Ducker
G635WAC	Tdi	White	Tim Lavercombe

### G-WAC Land Rovers

G72 WAC (110)	Tdi	Green	James Davidson
G84 WAC (90)	Tdi	White	Mike Smallbone
G87 WAC (90)	Tdi	Green	Chris Sims
G90 WAC (90)	Tdi	Green	Tim Lavercombe
G91 WAC (127)	V8	White (Ambulance)	Matt Lister
G93 WAC (90)	V8	Grey	Steve Hattersley
G97 WAC (90)	Tdi	Green	Ted Billington
G110WAC (110)	Tdi	Green	Ben Freer
G127WAC (127)	Tdi	White (Ambulance)	Owner not Known
G247WAC (110)	Tdi	Green	Owner not known
G347WAC (110)	Tdi	Brown	Ron Boston
G553WAC (90)	Tdi	Red	Gary Smallbone
G607WAC (90)	Tdi	Black	Richard Satchwell
G617WAC (90)	Tdi	Grey	Gary Bryans

### G-WAC Range Rovers

G22 WAC	V8	Silver	Barry Masters
G175WAC	Tdi	Green	Julian Lamb
G179WAC	V8	Silver	Roger Fell
G180WAC	V8	Red	Guy Butler-Henderson
G361WAC	V8	Blue	Julian Lamb
G584WAC	V8	Blue	Sharon Paige
G592WAC	V8	Black	Alex G Cameron

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