



# G-WAC Notes

From the  
Project Jay Preservation Group



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

## October 2022

In the February issue of Jay News, the idea of forming PJPG Local Branches was suggested and since then not much has happened, but a little progress is showing.

In the Northwest of England there is a monthly meeting organised by the Northwest/Lancashire Section of the Discovery Owners Club. (DOC). John Poulson is a member of both the DOC and the PJPG, and he has kindly invited any member of the PJPG to meet up for a chat. This will be just a social meet, so you do not have to be there in your Jay.

The DOC meet on the last Wednesday of the month at the Phantom Winger pub 398 Garstang Rd, Broughton, Preston, Lancashire. PR3 5JE from about 8.00 pm.

If you would like to meet up with John, then please do give him a call before you travel, because they do not always meet every month. [john@poulsons.co.uk](mailto:john@poulsons.co.uk) or 07851 758787.

In the Northeast, the Sunday Land Rover meeting at The Motorist café, in Sherburn in Elmet, attracted six Discoverys, a Range Rover and a Honda Crossroad on the space allocated for Discoverys on the grass.

When I visited the Land Rover area on the tarmac there were six on display including a few Range Rovers, Discoverys, Freelanders but only one Land Rover.

The Motorist is an ideal meeting point and a PJPG member may be stepping forward to organise a Sunday meet for November.

## Welsh Festival of Land Rovers

The LANDY newspaper includes reports on some of the shows which occur during the year. The newspaper is free every month and can be collected from your Land Rover Specialist.

The Land Rover Festival was part of the Royal Welsh Smallholding and Countryside Festival which took place in Builth Wells, Wales. It was run over the weekend of 21st – 22nd May where clubs were invited to put on a display of Land Rovers.

The South Wales Land Rover Club and the Family Land Rover Club of Birmingham always put on a superb show and the PJPG were asked to join them this year to show our Jays.

The LANDY report goes on to say that we signed up 12-year-old Rhys Williams as a member of the PJPG. Rhys is a member of the SWLRC, and is reportedly Discovery 1 mad, - to the point that his mum has persuaded his dad to buy one, which will be rebuilt and have ready for when he is old enough to drive it on the road.



We have not yet got a date for the 2023 show but look forward to receiving the details from the SWLRC.  
Patrick

## Practical Classics magazine

Ashley praises his van in the December issue of the Practical Classics magazine.

In the magazine's Quick Posts Column entitled 'Got a working classic?' on page 39, there are a few words from readers about how good their classics are as a regular workhorse.

Ashley notes 'I have a 200 Tdi Discovery Commercial—more reliable than most modern tow vehicles in my opinion' Ashley will have his 'van' on show at the NEC next month.



## G478WAC PTI (Progress Temporarily Impeded)

I take the acronym from Martin Smithson's book, My Landy-Life, he used the term many times during his travels abroad.

I had a PTI when the V8 died on 478 as I was leaving the motorway slip road. The immediate diagnosis was that she had suffered fuel vaporisation because it was a hot day, we had just done two hours nonstop at 70 mph, and the petrol tank was low on E5. Warm fuel returning from the V8 carburettors would not have helped the situation.

After a few minutes cooling, she started again and ran happily home. However, after filling her up and changing the small petrol filter fitted to these early Jays, she failed again after only 20 minutes away from home.

Trying to diagnose the problem when at the side of the road was not an option, but running her for just 20 minutes or so in the garage at home, she failed again and made it easier to go through the system to find the fault.

The petrol pump in the tank checked out as ok, so the next thing was the ignition system. With a strobe lamp fitted to number one spark plug and positioned by the windscreen so that I could see the flashing from the drivers' seat, after about 15 minutes at 1500 to 2000 RPM, the light went out and the engine slowed to a stop.

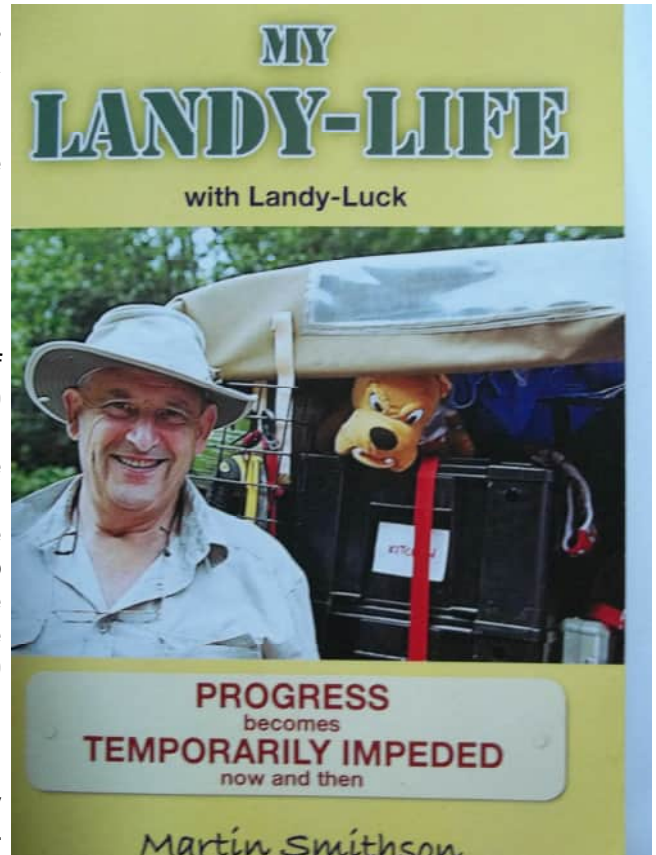
To eliminate the dizzy cap and rotor arm as faulty, I plugged the strobe directly into the coil. Same result.

Perhaps it was a faulty connection from the ignition switch to the coil? A direct wire from the battery to the coil did not improve the situation so I purchased a new coil.

That did not cure the fault, so perhaps it was the contact points and condenser in the dizzy? I discovered that, new to me, there was no contacts or condenser in the dizzy, but an ignition module fixed to the outside of the dizzy !!

Part number STC1184 ordered from Paddock Spares was delivered a few days later and has cured the situation.

My next long trip is to the NEC show on the 10th of November, so she had better perform



## Events

Those of you who keep an eye on the calendar on our web site will see that the show scene is nearly over.

November 11th – 13th, at the NEC. We have been allocated four places, to show our Jays, which have been filled by Ashley, Jack, Rob and Roy.

Discounted prices for tickets for the show can be purchased using a unique PJPJG members only code.

Our display will be a good mix of Jays. One Tdi, one MPI, one 3.9i and one 3.5 carb. Three reds and one blue all 3-door. One is a van (Discovery Commercial)

20th November is our last show of the year at the National Agricultural and Exhibition Centre at Stoneleigh, where will have stand in the hall to display four Jays.

If you would like to show your Jay inside at Stoneleigh, then please mail me, Patrick on [events@pjpg.co.uk](mailto:events@pjpg.co.uk) or Roy on his [chair@pjpg.co.uk](mailto:chair@pjpg.co.uk) address. There is a club members' discount for tickets.

Patrick





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**Current known owners of G-WAC registered Land Rovers. October 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	Richard Llewillin
G406WAC	Tdi	White	Kira 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**

G71 WAC (90)	Tdi	White	Graham Baker
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	Owner not known
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

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", Dove Bank, Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124.