



G-WAC Notes

From the
Project Jay Preservation Group

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



February 2023

With forgetting that there were only 28 days in February I got a little behind with putting the Notes together, so here I am on 1st March finishing them off to get them on the website tomorrow.

However, I did manage to catch Frank Elson's March blog and to have a look at the progress that LRM are making with their new show at the Three Counties Showground at Malvern.

G478WAC has now come out of storage, is now taxed and will be on show at the NEC later this month 24th – 26th.

My Mpi has gone off to Dan Clark Services for some welding and MoT and will be at a show or two in the coming months.

I look forward to meeting members of the PJPG at shows sometime this year.

The new LRM Land Rover Show

With the show arranged for the same weekend as the well-established Welsh Festival of Land Rovers, in Ebbw Vale South Wales, the new show at the Three Counties Showground, Malvern, Worcestershire was bound to be a problem for us fitting it in to our show programme.

Patrick and other PJPG members said that they would support the South Wales Land Rover Club again this year if I would take on the bookings for the LRM show.

Support for the show from our members has been a bit slow and the cut off date of 28th February for clubs to reserve a place to show has now passed, but I am still hopeful that we can be there. At the time of writing these notes today the LRM website shows that only four clubs have booked stand space.

With the show date being two months away, 20th- 21st May, there is still time for more clubs to reserve a space for a stand.



Roy

The Practical Classics Classic Car and Restoration Show

We have been honoured once again with a place at the PCCC & RS at the NEC, 24th - 26th March 2023 and have been allocated stand 5-870 in Hall 5 with room for three Jays.

Charles will be showing his white C742HUH, which is one of the three remaining Jays from the factory test and development fleet, Jack will be showing his blue Mpi, L994WWK, and Roy will be showing his red G478WAC. A very good mixture of colours, and engines to show to the classic car enthusiasts.

C742HUH is in its rusty state, L994WWK is a very tidy production Jay and G478WAC is a completed body-off restoration with the work done by [Blackheale 4x4](#) in Devon.

Members of the PJPG can buy tickets for the show using our member's discount code.

We look forward to seeing you there.

Patrick.



Seen on Facebook

Guy Kendal wrote

Here's the story. I bought it in February '19 and it had had 2 previous owners and done only 79,000 miles, it was being sold as unrecorded salvage due to minor frontal damage.

What caught my interest most of all was its wonderful DVLA MoT test history and it still has its original boot floor and sills, so a 'light restoration' was done. 46,000 miles (mostly towing) it's been a fantastic car.

I wanted and looked for a Jay because there are many things about Jays which I prefer, despite many LT77s having duff 2nd gear synchromesh, I think the LT77 is a stronger 'box than the R380, the 200Tdi is, in real world driving, more economical by 2mpg. That awful rubber prop' donut is another Romulus negative along with the inevitable saggy head liner.

On the plus side anti roll bars (or at least brackets) will be on a Romulus, the dashboard is nicer and engine parts are easier to find.

Registered as G16 WAC



Ted wrote

Two important pieces of information that all Jay owners should be aware of and that concerns the rear axle location design and manufacture.

I do not know who made the rear axles (GKN?) but when they welded the tie bar brackets on they only welded the outer edges which makes the inner (hidden by the tie bar) more susceptible to corrosion.

This components failure can have disastrous consequences because the axle will move a considerable distance if it becomes detached, and a total loss of control is likely. Make sure your rear axle tie bar brackets are in good condition and well rust proofed!

Similarly disastrous consequences in a related component can also occur; Somewhere along the line the original Rang Rover rear axle tie bars (pretty certain G534WAC had the original Range Rover skinny looking tie bars) were changed to a different tubular design which incorporates a friction welded (fusion welded? -Ed) joint at the chassis/forward location. A friction welded joint should be the strongest joint of a tube to a solid but these have a nasty reputation for sudden detachment resulting in the exact situation as an axle tie bar bracket failure.

I would strongly advise Jay owners who have friction welded rear axle tie bars to replace them with non-genuine aftermarket tie bars that don't have the ghastly friction welded joint.

Either failure, as I mentioned earlier, leads to considerable rear axle movement; a massive amount of sudden unexpected rear steer and above low speeds almost inevitable total loss of control and roll over.

Non-Land Rover G-WACs

Mark Dixon wrote

I believe I may have started this trend when I noticed the early, low-digit G-WAC plates were previously unissued and available cheaply from the DVLA.

I used to own a launch vehicle, G510 WAC (now owned by John Davies), and this was my tribute.

It's surprising how many people recognize the significance.



Registration Number	Tax Status	MOT Status
G472 WAC	Details Unknown	Details Unknown
G451 WAC	Expired 24th October 1990	Details Unknown
G490 WAC	Sorn	Expired 6th July 2011
G486 WAC	Sorn	Expired 7th January 2008
G466 WAC	Sorn	Expired 8th May 2010
G480 WAC	Sorn	Expired 12th June 2011
G478 WAC	Sorn	MOTed until 7th March 2023
G488 WAC	Sorn	Expired 17th July 2014
G455 WAC	Sorn	Details Unknown
G481 WAC	Expired 1st February 1993	Details Unknown
G471 WAC	Details Unknown	Details Unknown
G530 WAC	Expired 12th February 1990	Details Unknown
G487 WAC	Expired 12th February 1990	Details Unknown
G456 WAC	Expired 30th November 1989	Details Unknown
G537 WAC	Details Unknown	Details Unknown
G470 WAC	Sorn	Details Unknown
G469 WAC	Sorn	MOTed until 2nd November 2023
G476 WAC	Sorn	Details Unknown
G468 WAC	Expired 2nd July 1998	Details Unknown
G485 WAC	Sorn	Details Unknown
G482 WAC	Sorn	Expired 27th November 2008
G459 WAC	Sorn	Expired 6th February 2015
G458 WAC	Expired 1st October 1990	Details Unknown
G483 WAC	Expired 1st October 1990	Details Unknown
G479 WAC	Expired 13th February 1990	Details Unknown
G534 WAC	Expired 27th June 2020	Expired 16th June 2021
G463 WAC	Sorn	Details Unknown
G489 WAC	Untaxed 1st October 1990	Details Unknown
G465 WAC	Sorn	Expired 15th May 2007
G528 WAC	Untaxed 1st June 2002	Details Unknown
G507 WAC	Expired 24th October 1990	Details Unknown
G498 WAC	Expired 7th February 1990	Details Unknown
G524 WAC	Sorn	Expired 23rd April 2010
G509 WAC	Expired 12th February 1990	Details Unknown
G521 WAC	Expired 12th February 1990	Details Unknown
G461 WAC	Sorn	Expired 29th November 2008
G533 WAC	Expired 31st January 1995	Details Unknown
G519 WAC	Expired 12th February 1990	Details Unknown
G464 WAC	Expired 7th September 1992	Details Unknown
G518 WAC	Expired 12th February 1990	Details Unknown
G501 WAC	Expired 12th February 1990	Details Unknown
G503 WAC	Expired 17th December 1991	Details Unknown
G462 WAC	Details Unknown	Details Unknown
G460 WAC	Expired 12th February 1990	Details Unknown
G467 WAC	Expired 12th February 1990	Details Unknown
G499 WAC	Expired 12th February 1990	Details Unknown
G512 WAC	Expired 12th February 1990	Details Unknown
G531 WAC	Details Unknown	Details Unknown
G504 WAC	Expired 12th February 1990	Details Unknown

G520 WAC	Details Unknown	Details Unknown
G473 WAC	Sorn	Details Unknown
G514 WAC	Expired 27th August 1990	Details Unknown
G457 WAC	Expired 1st October 2020	Expired 10th January 2021
G525 WAC	Expired 25th November 2008	Expired 9th December 2008
G474 WAC	Expired 31st May 1990	Details Unknown
G510 WAC	Sorn	Expired 21st August 2022
G477 WAC	Sorn	Expired 28th October 2011
G511 WAC	Sorn	Details Unknown
G491 WAC	Expired 30th June 1995	Details Unknown
G506 WAC	Expired 31st May 1990	Details Unknown
G493 WAC	Expired 1st October 1990	Details Unknown
G517 WAC	Expired 1st March 1996	Details Unknown
G502 WAC	Expired 12th February 1990	Details Unknown
G452 WAC	Expired 12th February 1990	Details Unknown
G535 WAC	Sorn	Details Unknown
G492 WAC	Expired 31st May 1990	Details Unknown
G496 WAC	Sorn	Expired 3rd May 2013
G497 WAC	Expired 12th February 1990	Details Unknown
G508 WAC	Expired 12th February 1990	Details Unknown
G522 WAC	Expired 12th February 1990	Details Unknown
G454 WAC	Details Unknown	Details Unknown
G453 WAC	Expired 9th November 1993	Details Unknown
G495 WAC	Details Unknown	Details Unknown
G494 WAC	Sorn	Expired 10th October 2022
G505 WAC	Expired 7th February 1990	Details Unknown
G527 WAC	Expired 12th February 1990	Details Unknown
G484 WAC	Expired 12st November 2007	Expired 20th November 2007
G475 WAC	Details Unknown	Details Unknown
G523 WAC	Expired 12th February 1990	Details Unknown
G515 WAC	Expired 12th February 1990	Details Unknown
G516 WAC	Expired 12th February 1990	Details Unknown
G532 WAC	Expired 1st April 1995	Details Unknown
G529 WAC	Expired 12th February 1990	Details Unknown
G526 WAC	Taxed 1st March 2023	MOTed until 15th October 2023
G513 WAC	Expired 12th February 1990	Details Unknown
G536 WAC	Details Unknown	Details Unknown

Page 3 and 4 is the result of an exercise that Rhys Williams completed in December 2022 to show the state of the 86 G-WAC launch cars.

Frank Elson's March blog

We have missed Frank's blog for a few months due to a family illness, but he is back in full swing again for March.

He notes that the second-hand prices for the later Range Rovers has, as he puts it, "absolutely tanked" and it's not uncommon to see them at sub-£2000.

Frank suspects that the cost of fuel, the maintenance and unreliability of them is a major cause of the fall in values.

He asks, "What Land Rover do we see most often in day-to-day use on the road?" He reckons that the Discovery Series 1 and 2 (1989 – 2004) is the most often seen, and says "one of the busiest Discovery clubs is the PJPG". He continues by giving a brief history of the formation of the club in 2018-19.

Have a look at his March blog on :- <https://frankelson.home.blog/columns/>



Spare parts, used and NOS

Glen Dibnah has diffs, door parts, bearings for heater motors, rebuilt callipers and door cards. NOS Stripe treatment. He also undertakes welding work. Located in Selby, North Yorkshire. 07801 550277.

Ian Rawlings has spares, trim, seats. Located in Eccleshill, Lancashire. hsmb@btinternet.com

Paul Atkinson at paul@atkinsonbespokeengineering.com has the rear disc brake shield, the wide early one, headlight boxes and other panels being made.

Michael Bell has NOS, mudflaps, callipers. Located in Spondon, Derbyshire. 07980 851144. bellmichaelk@virginmedia.com

Roy Preston has door internals, central locking actuators, door cards. Located in Harrogate, North Yorkshire. roy@g-wac.com

The Motorist Café, Sherburn in Elmet, Yorkshire

The café is a mecca for 'petrol heads' and has a themed Coffee and Cars meet on Sundays. It was the day for Vauxhall owners on Sunday the 26th.

Patrick is planning to arrange a themed Discovery day and to get the feeling of owners in the North East, he posted on the Project Jay Preservation Group public Facebook page, that an informal meeting would be held on Sunday 26th February.

The day attracted eight Discoverys, including five Jays two D2s, a D3 and an MG brought by Kira and Iain, both members of the PJPG.



He had great difficulty in keeping a space for them all to be together as the popular Sunday meeting place was so busy. As cars continued to park at the side of them, the group moved to another spot, only to have more cars park at their side. They were eventually double parked to try to keep together.

The usual 'gang' were there, Dylan and Susan, Roy and Daphne, and Patrick now has his G580BKV on the road too. New PJPG members, Stuart and son Fred came up from Derbyshire.

The other Jay owners (not PJPG members yet) were Duncan and Kirsty with their two girls Ivy and Willow.

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", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

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