

G-WAC Notes



From the
Project Jay Preservation Group

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

April 2023

The 5th AGM of the PJPG is scheduled to take place at the British Motor Museum on the weekend of the Gaydon Land Rover Show, 7th May 2023.

If anyone would like to be part of the organization of the club, do come along and join us, and if you can bring your knowledge and expertise to the club, it will be most welcome.

Two G-WACs for sale

G301WAC is a red 3-door, was first registered in November 1989. and is currently fitted with a Daihatsu 2.8 tdx diesel.
The last MoT expired in June 2008,



G309WAC is a blue 3-door V8, was first registered in November 1989.
There is no MoT record.



If anyone is interested in the purchase, please let me know on chairman@pjpg.co.uk and I will put the owners in touch with you.

Roy

G478WAC gave me a problem

In Martin Smithson's book My Landy-Life, he coins the phrase 'Progress becomes Temporarily Impeded (PTI), that is what 478 gave me on Saturday on the way to the Notts Classic Car Show at Thoresby Park near Ollerton.

Daphne and I were cruising south on the A1 at 70 mph, as we do, and I felt no response from the throttle when the engine just lost power. With the hazard flashers on, the V8 rolled along for a good way on the hard shoulder until I came to a wide stretch with a grass run off, where I felt it was safe to stop.

With the bonnet up I soon diagnosed that there was a spark from the coil but no spark at the plug leads. I therefore suspect a faulty rotor arm. A case of 'déjà vu', as those of you who were with us will remember when we were in Devon and collected 478 from Mark, and she failed in a similar way.

The AA were soon with us and 478 was carried back home. The Honda was ready for us to start the journey again to Ollerton, and 478 will have a new rotor arm on Tuesday.



National Drive It Day. 23rd April 2023

I have been on quite a few well organised 'Road Runs' in the past with a number of car clubs, and the Drive it Day with the York Historic Vehicle Group did not turn out quite as I expected.

With the post code entered into my satnav, as advertised, Daphne and I left home in G478WAC in plenty of time to arrive at 10am to have a look at some of the cars.

There were many 'historic' cars lined up on Knavesmire Road in York but none with the rally plate fixed to the front, so we continued to the flag shown on the satnav. This led us to the racecourse car park, where we were expecting to see a car or even a table with some officials sat there with a roadbook of the planned route to The Motorist at Sherburn in Elmet.

With no visible sign of an official car, we returned to Knavesmire Road to meet up with Patrick, in his BKV and Dylan and Susan in G526WAC. An official came to ask us to follow an MG.

Dylan and Patrick were parked well ahead of us, but with no space to park behind them, we pulled in behind the MG, as instructed. We were not given a roadbook, so I set the satnav for the finish in Sherburn in Elmet as a backup in case we lost the leaders and followed the MG as cars started to move off at 10am.

At some traffic lights in York most of the cars in front continued straight across but a few turned left at the lights. We continued to follow the MG and could see that we were following an Amphicar, another MG, a Citroen 2CV, and following us was a 1930's Ford.

The satnav wanted us to follow the most direct route to The Motorist, but we followed the MG, as we assumed that the driver of the Amphicar had a roadbook showing the chosen route. We later learnt that there was no roadbook and wondered what we had paid the YHVG £5 entry fee for.

The annual National Drive it Day is organised by the Federation of British Historic Vehicle Clubs and supports a charity each year, the 2023 event was to support Childline, a life changing NSPCC service. The sale of the road plate at £5 was to be a contribution to the charity and it was quite noticeable that only our three Discoverys had a plate displayed.



The Motorist have their Coffee and Cars Day on a Sunday so there were many cars parked up, and ample opportunity for someone to go round the cars with a bucket to collect cash for the charity, but no one came by our cars with a bucket.

Roy.

G406WAC comes together slowly

I have just got around to replacing the front wings on 406, (they are unfortunately misaligned and are meant for a Romulus) and am in a bit of a dilemma about how to proceed with replacing them.

The early Jays had bolted sections on the tops of the wings instead of the flush later versions. Is there any way to get them reproduced or does anyone have/know measurements so i can build my own?

Thanks in advance,

Kira