



# G-WAC Notes

From the  
Project Jay Preservation Group



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

## October 2023

With the MoT due for G513DHP and G526WAC this month, it has been quite a busy time in the garage: 513 is still to be tested but 526 now has a new MoT and is ready for the NEC next month. It will be March next year before I must book 478 in for a check.

The heating systems on three of my fleet have not been needed over the summertime but having tried to use them during this cold spell has shown up a few problems. The Mpi temperature does not move very far from the cold mark on cold days, so that will probably be a faulty thermostat. The up and down levers on the Honda seem to have become disconnected, and the blower does not work on 478. But they will be fixed soon, or perhaps wait until next year, as they may be on a SORN soon and taken away to storage for the winter.

### No oil pressure on 478, surely not?

The reason for the V8 failing to run on occasions was a problem that I have encountered in the past due to rotor arm failures, so I always carry a spare.

When she last failed, I freewheeled her off the road and after I had spent a few minutes fitting a new rotor arm, she fired up again. She ran again for over 50 miles and when I later stopped at a road junction, she failed again.

This time I was not able to freewheel her, so to get her off the road on to the grass verge, I selected 1st gear and moved her on the starter, but while doing so she fired up again and ran home!!! So the problem did not now appear to be with faulty rotor arms. What could it be?

After spending some time trying to emulate the situation while sitting in the garage with the engine running, she eventually stopped. It was not just a sudden stop. but appeared to be a steady failure, because the engine started to misfire, just like fuel starvation. This was becoming a real head scratcher.

I was watching the ignition and alternator charging light come on when she stopped, and noticed that the oil light was on. Now I do know that under normal conditions, if you switch the ignition on again immediately after the engine has stopped, an engine with good oil pressure will keep the light lit for a few seconds before the oil pressure subsides, but the oil warning light was on before the engine had stopped. Was there was something wrong with the oil pressure light circuit!!



The failure to run like a petrol starvation, gave me the clue, because the petrol pump had stopped, it had lost its electricity feed? A look at the wiring diagram in my 1990 Workshop Manual gave me the answer. The petrol pump is fed by two relays, one that is normally open and only closes to feed the petrol pump when the starter is engaged. When the engine starts, and the ignition switch is returned to its running position, this first relay opens and the second relay comes into play.

The second relay is a normally closed type, and is controlled by the oil light circuit. With the oil light on, the relay is opened, so there is no feed to the pump. With the oil light off the relay closes and feeds the petrol pump.

Was something wrong with the oil pressure release valve? With the oil pump base removed it was clear that the pressure release plunger was sticking open on occasions, meaning that there was not enough pressure to activate the oil switch to break the circuit. I cleaned the plunger, made sure that the spring was correct, and put the base back on the pump, but the plunger stuck open again, so I 'borrowed' the base from the V8 of G513DHP and the problem is cured. A new base, part number ERC0568, has been purchased and will be fitted to 478 in due course.

## NEC, 10th to 12th November.

It is time to book your tickets to visit the PJPJG stand at the UK's biggest and best Classic Motor Show in 2023 at the NEC, Birmingham.

We can't wait to show you the great display we have planned for our stand. They will probably be the only Land Rover Discoverys on display at the show.

There are five Jays booked in, to Hall 2 stand 240 at the Lancaster Insurance Classic Motor Show from Friday 10th to Sunday 12th November. Each member showing their car will get two free passes for each of the three days.

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\*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight Thursday 9 November 2023. Code also offers £2 discount on family, child and multi-day tickets. Full ticket information: www.necclassicmotorshow.com/tickets

For everyone else who wish to attend this incredible show, we have a discount code for you to use when booking your tickets, the discount code can be obtained by mailing me on [events@pjpg.co.uk](mailto:events@pjpg.co.uk)

Members save £4 on adult tickets, £2 on children, family and multiday, by booking in advance at :-

[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com) quoting the club code.

Saturday 11th November at 11am, the organisers will be asking us to observe a 2-minute silence.

On Sunday 12th November, again at 11am, we will also observe a 2-minute silence.

All current and ex-service personnel present at the show can get together just before 11am at the 'Meet the Experts Theatre' in Hall 5, where they can be thanked in person for their commitment and sacrifice.

**Patrick**  
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### Frank says

"You know those things that you sometimes take for granted 'cos you always seem to have known them? And then it comes as a surprise when other people don't know them.

Two such this month – that I would have though most of you reading this would know, but maybe not ..after all..."

Have a look at his blog. <https://frankelson.home.blog>



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