



Ian's G463WAC

G-WAC Notes

From the
Project Jay Preservation Group

A News Sheet for those who are interested in
the early Land Rover Discoverys



Ian's G580PNU

October 2017

Just one show left to do this year, Stoneleigh on November 5th, then it is time to get on with some tidying up in the garage, which is well overdue.

I find that as I collect bits and pieces whilst on my travels, they tend to sit in the box in which I collected them, with the result that I have numerous boxes with the same items instead of a box for each type of item, a bit of a nightmare when looking for a particular item.

G978KOF, not for sale.

A couple of months ago I posted this Discovery on the for-sale section in the Discovery Owners Club website, in case anybody wanted to take her on. No one did, so I decided to scrap her. Given that she was a G-Reg I was loathed to do that, but I did console myself in the fact that both Roy Preston and I would benefit from her sum of parts.



Roy carried her roof off for his G-WAC repairs and took some seats and interior panels. I'm using the exterior panels on my V8 rebuild, so all in all G978KOF served her purpose.

Anyhow, strange how things happen, looks like this old bus has had a very last-minute reprieve, she is definitely not for sale. After stripping her, I found that she has a totally rust free original shell and panels etc, that she will be rebuilt as a bespoke expedition motor for myself and my travels in my retirement.

I can't believe that after 26 years, a totally rot free UK shell could still turn up. She appeared on eBay after being sat in a dry shed for over 20 years, and hardly anyone bid. So, it was mine for the princely sum of £102 plus £100 to get it delivered.

I keep walking into the garage and pinching myself to make sure I'm not dreaming. Once rebuilt I'll be changing the reg to a private number.

From a certain future of destruction, another G-Reg Discovery will survive, and I'm glad I didn't sell her now. When finished she won't be anything like original, that's not what I'm after, but it will be unique and be built to serve a purpose to travel the length and breadth of the UK alongside G463WAC which will be my travel companion on the continent, sometimes life is good!

G463WAC, G580PNU and G978KOF

Stripe Treatments Graphics, now available

Richard has had the artwork done for the stripe treatment for Land Rover part numbers: -RTC9554 (blue keyline) and RTC9555 (green keyline) They can be obtained from www.signspeed.com.

Priced at £225.00, Postage £15.00 plus VAT = £288.00. for the full set, both sides.

Please speak to Freya at 01646 651799 or freya@signspeed.com

Fitting is available at their Cresselly workshop and is charged at the standard rate of £60.00 +VAT per hour spent applying the graphics.

Signspeed Ltd. Brince, Cresselly, Kilgetty Pembrokeshire. SA68 0TY

Roy

Plymouth Hoe, Discovery Birthday Party, 13th - 15th October 2017

The annual weekend in Devon and Cornwall, got off to a good start on Friday when a scenic run and some gentle greenlaining was organised for the seven participants. Gentle for the well-equipped off roader, but still not easy for the big shiniest of our group, when Michael and Veronica sustained some scratches on their D4. (Again)



Damage again this year to Michael and Veronica's D4

The Torpoint Ferry was booked for the convoy of 45, and a splendid display it made, almost filling the deck.

The trip took the rather narrow coast road at Freathy, for the sea view across Whitsand Bay, then past the fort at Cawsand, on the Rame Peninsular, towards Mount Edgcumbe Estate.

At the Maker Church entrance to the Estate deer park, a charge of £5 was made by the Estate this year. The route took us through to the coast overlooking Drake's Island. There was then time to watch the boats in the sea, and for snack and a drink in the Orangery, before heading back home or lodgings, to get dressed for the evening entertainment.

Once at the Windy Ridge Eating House at Trerulefoot, it was time for the evening meal. A carvery, where the owners always go above and beyond to provide enough food for the party, together with a space for the auction and raffle prizes.

The organizing team were very grateful to the suppliers of the raffle prizes, which made the fund-raising efforts a success. A total of £3,175 was raised for two chosen charities, Devon and Cornwall 4 x 4 response and Dravret Syndrome.

On Sunday morning we met at the Tesco superstore, Lee Mills, where 14 Discoverys set out for the South Devon Railway at Buckfastleigh. Families took the train to Totness, which was hauled by a steam locomotive.

After the return to Buckfastleigh, they headed over Dartmoor for the final trip of the weekend. Cream teas were laid on in the dining room at The Two Bridges Hotel. It was then time for a fond farewell for the party goers, who said that they would be back next year.

Roy.

On the Hoe on Saturday morning, plaques were presented to the winners of various categories. The plaques were made of slate, and were engraved with the details of the award.

Two of the launch cars were on display, Mark's G494WAC and my G526WAC, together with the pre-pro 5-door, G513DHP, owned by the Project Jay Preservation Group.



The three regular visitors to the Birthday Party

**LAND ROVER GENUINE PARTS
FROM DUCKWORTH PARTS**

LAND ROVER
ABOVE & BEYOND

- Supplier of Land Rover Genuine Parts & Accessories for all models and ages*
- Passionate about the Land Rover brand with over 30 years knowledge and experience
- 20,000 sq ft parts warehouse
- Representation at all major Land Rover shows
- Easy to use webshop and eBay shop
- Export orders are welcome
- Wholesale available

Find us at: www.duckworthparts.co.uk

Duckworth Parts, Duckworth Land Rover
Racecourse Garage, Willingham Road, Market Rasen, Lincolnshire LN8 3RE
01673 799396 duckworthparts.co.uk

*Subject to availability from Land Rover

**PROJECT JAY
PRESERVATION
GROUP**

**"DEDICATED TO SAVING EARLY
LAND ROVER DISCOVERYS"**

www.g-wacdiscoverys.net

A Honda at Ripon Land Rover.

Mike had a chuckle when he read my article last month, about the acquisition of a Crossroad. He worked at the Ripon Land Rover dealership for many years.

*“When Ripon Land Rover was still located at Borage lane (so pre-year 2000), the car transporter from Land Rover unloaded new Discoverys on a regular basis. On one particular load, one of them was quickly driven round the back to the car wash and staff parking area, and was nosed up to the fence. This was because it had an **H** on the grill, not a Land Rover badge. The steering wheel, rear door handle badge and the wheel centre badges were all correct, showing Land Rover.*

There was no way we were letting a customer see the Honda emblem on a Land Rover Discovery.

A new grill was ordered, and I swapped it over. The Honda grill was sent back to Land Rover all hush hush. In hindsight we should all have carried our 35mm SLR cameras at all times, but you just did not.

Shame, because we would have got some good stuff, like a B reg. series 3 and a B reg. 90 getting their PDI at the same time. They were stood next to each other as old and new models. I do remember asking the salesmen to delay pick up, so I could bring my camera in, but the man for the 90 was on his way as we spoke!”

Mike.



Restoration Show, NAEC Stoneleigh Park, Warwickshire, 5th November 2017

I always enjoy this show, not as big and busy as the NEC in March. It is only a one-day show and easy to park for the exhibitors and the public.

G513DHP was exhibited here in 2013, when she was still undergoing work to get her back on the road.

She will be on show again, as work in progress. The central locking system is still giving trouble, the door cards will be off to find the problem.



The organisers, Live Promotions, encourage exhibitors to carry out some work on their vehicles, so that the public can see the loving care that goes into getting an old car back on the road.

Alongside 513 will be my G526WAC, which is now in need of some TLC, boot floor, rear body crossmember, and roof showing signs of old age. Mark will show his G494WAC, and for the first time at a show, Ian will show G130KWO. His April 1990 Tdi in blue. She had her MoT in April this year at 115,000 miles, with no advisories.

PETER JAMES INSURANCE.

772, Hagley Road West, Oldbury,
West Midlands. B68 0PJ.

Telephone: 0121 506 6040.

www.peterjamesinsurance.co.uk



Current known owners of launch cars. @ October 2017

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	Lee Haywood
G463WAC (Camel training hack)	Ian Rawlings
G465WAC	Jack Straw
G469WAC & G490WAC	Jon Chester
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G494WAC (Camel training hack)	Mark Harrow
G496WAC	Rob Ivins
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G531WAC	Ashley Culling
G534WAC	James Brackenbury

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crooktson
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G361WAC (RR)	Julian Lamb
G266BJU (5-dr)	Julian Lamb	G395WAC	Sean Coleman
G513DHP (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G84 WAC (LR90)	Mike Smallbone	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G175WAC (RR)	Julian Lamb	G553WAC (LR90)	Gary Smallbone
G179WAC (RR)	Roger Fell	G563WAC (Camel hack)	David Spirrett
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Julian Lamb
G302WAC	Lee Haywood	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Jamie Menzies
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer
G316WAC	Mike Smallbone		

Some other factory registered cars.

G580BKV	Patrick Berry	L489WAC	Mark Harrow
G601BKV	Roy Preston	L490WAC	Mark Harrow
G628BKV	Alan Young	L580WAC	Mark Harrow
L470WAC	Jacob Lamb	P647KAC	Patrick Berry
L479YAC	Stuart Laird		

Other early cars

G28 RMW	Glyn Jones	G711YRY	Derek Henman
G39 WJD	Bob Jolleys	G757SGX	Paul Bishop
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Alan Mitchell	G892VPM	Mike E Hall
G101GEL	Robert Hoskins	G907VYT	Alan Young
G115UKE	Graham Wollerton	G923PUE	Nigel Burland
G130KWO	Ian Phillips	G942UTT	Keith Taylor
G203DPF	Simon Andrew	G950CAF	Elvet Price
G229TDV	Wesley Beynon	G956RKM	Martin Smith
G234CBG	Dan Hunter	G978KOF	Ian Rawlings
G253RFL	Ian Phillips	G987LKU	Andy Greer
G272WDL	Andrew Maclean	G989ELJ	Oliver Tebbutt
G374UYR	Jack Straw	H83 YYN	Richard Llewellyn
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G425OWB	Chris	H353DJA	Peter Boardman
G436GUY	Andy Jones	H367OBE	Dave Mummer
G441WPX	Mark Harrow	H743VAB	Ted Andrews
G442AJM	Scott Seacombe	H776POJ	Duncan Campbell
G456AVT	A Burchel	H774SVF	Simon Andrews
G462AVT	Archie Cursham	H994BUU	Richard Mahoney
G463HMK	Peter Murphy	J463HVK Ambulance	William Wallace
G553OWD	J Herod	AZ-829-TJ	Raymond Bechetoille (France)
G560EDY	Julian Lamb	3656 TW 24	Keith S L Daffern (France)
G577TGY	Craig Pusey	Formerly G531DHP	
G580PNU	Ian Rawlings	LA DC 502	Dr. Hofmann (Germany)
G656RYB	Graham Welch		

XX

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