



Oliver's G989ELJ

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 G253RFL

November 2017

With the end of November almost here, (29th today) it is time to put G526WAC and G513DHP on SORN for a few months. They are in storage not far from home, along with a few other locally owned classic cars. I had thought of lifting them up off the tyres, to stop any flat spotting, but I have put another 5lb in the 205 x 16 Pirelli Scorpions, so they will be alright for a month or two.

I will need to bring them home in the new year, the heater motor is not working in 513, and 526 is now ready for a new boot floor.

With 478 away in Devon for a body off resto, and the Honda away having the gas system removed, my garage and driveway looks bare with only four Discos and the Rover 75 round the house.

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

Offer of an exclusive factory visit.

Darrell, from JLR, visited our stand at the Stoneleigh Resto show, and has mailed me with an offer of a factory visit for our group.

"Please let me know if your group would like to visit our Experience Centre here at Solihull for a history tour. This could include the opportunity to picture your vehicles outside the areas where they were made nearly 30 years ago.

There are some different options for your group if they were interested:

1. You could visit our Centre on any Saturday by appointment with your G-WAC vehicles. We could provide a photo opportunity for your group. The Range Rover Story tour is normally offered at £29 pp, but we can offer a 10% discount on any groups larger than 10. This includes tea/ coffee and biscuits during your time on site.

2. Your group could come during the working week and receive a full factory tour which includes the Range Rover Story, Discovery body-shop and Discovery final assembly. The normal price per person is £49 with refreshments, but again we can offer a 10% discount on groups over 10. We can also provide an opportunity for a photo shoot of your groups vehicles.

If you came during the week, we could tailor the tour towards Discovery manufacture, and add some other elements such as Press Shop for example. I am very clear that the company wants to embrace its heritage and celebrate its achievements"

I pointed out that perhaps we would not be interested in the Range Rover Story, a Discovery Story would be better.

With the show season over, it would make a good day out. I would favour a Saturday trip, travel to Solihull on the Friday, have a look round the town and stay overnight.

Please let me know your thoughts.

Roy.

The Restoration Show and Great British Autojumble, Stoneleigh Park, Warwickshire, 5th November 2017

The sun was shining with blue skies outside, however, inside what was rather optimistically called a "show hall" and looked considerably more like a large shed in a forgotten cattle market, it was dull and freezing. In fact there was almost a cheer from the assembled groups of enthusiasts whenever they opened the doors to let cars in. But this hope for warmth and daylight was quickly dashed when, 'for security reasons' the doors were quickly shut again.



However, classic car enthusiasts and owners are a hardy bunch and the gloom of the shed didn't hamper the spirits of the many exhibitors tending their pride and joys. Amongst the many classics on show from Alvis to Rover to Triumph to MG etc, there stood, at the back, a small row of four tall and handsome 4x4s standing proud and shinning in the gloom. G526WAC, G513DHP, G494WAC and G130KWO lined up on show, representing the Project Jay Preservation Group.



With the main Autojumble being in the adjacent larger well lit and heated show hall, we were a little concerned that being at the back of the second hall, we would be overlooked and not seen. This proved not to be the case, and whilst the main hall was indeed very busy, we did get a steady stream of interested people prepared to come over to take a look at our cars and chat with us. Many were surprised at seeing Discoverys at a classic car event, and as we chatted, this turned into genuine interest particularly when it was realised what we as a group were promoting. That these cars were not being turned into "Off Roaders" (I shudder at the thought) but were indeed being kept or returned to their original condition. It was so nice to receive the compliments and encouragement for the continued preservation of the iconic vehicles we own, and that finally a group was prepared to start flag waving for the car that saved the company.

A big thank you to Roy for organising the show with Daphne, and bringing 526; Patrick Berry and brother Nick for bringing DHP; Mark Harrow, wife Sonia and son Charlie likewise, with 494, it was great to meet you all. To my son Richard for attending with me in KWO so that we could have four great cars on display. I would particularly like to thank Richard for all the hours and hours of hard work he put in cleaning all the rust off KWOs wheels, so that they could be repainted. It was touch and go whether they would be finished in time, but in the end they got their final coat of paint on the Friday, balanced and fitted to the car Saturday and looked fabulous on Sunday.

So, our attention now turns to the 2018 dates. I'm hoping Roy will allow me to attend the Practical Classics Classic Car & Restoration Show on the 23rd – 25th March at the NEC. I'm also hoping KWO will be ready for the show, as we are planning to give her a body off beauty treatment in the first couple of months of 2018. But failing that, G253RFL may well have to stand in.

If anyone has any original Sonar blue trim in good condition, door cards etc. that they would be prepared to sell, I would be very interested.

Ian



Lockable cubby bins

I have two early Discos, and recently purchased one with some interesting interior items that I hadn't seen before, and wondered if anyone else had.



They are cubby bins in Bahama Beige that fit in the rear where the 6th and 7th seats usually go. They were clearly made to fit the car as an optional extra.

Any thoughts?

Nick Beddall

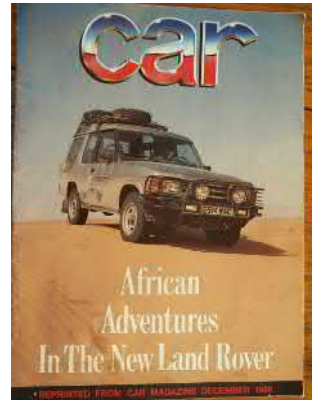
G514WAC on safari in 1989

Neil Doswell was an engineer with Land Rover back in the late 80s and was the driver/engineer of 514 on the trip.

He sent me a copy of the reprint of an article by Gavin Green, which appeared in the December 1989 issue Car magazine.

With photographer, Andy Christodolo, they travelled through Morocco and Algeria, to where the Sahara starts just south of Oujda, and down to the Western Sahara.

The article makes good reading and will be passed to Graham, to add to his collection of G-WAC literature.



Roy

Another one to be restored. G611WAC

A Tdi in Green, but should be one of the blue colours. She even has the launch spare wheel carrier, with the round indentation.



Bought by you know who, he must now have exceeded my collection of eight!! Well, six plus the Honda Crossroad and PJPGs pre-pro.

First registered 10.01.90. Last MoT 01.04.10, with just advisories for rust in all the usual places.

With some straw and a hen's nest in the back, she would look the part in the "barn find" section at the NEC in March.

Roy

G67 RYJ

I am a long-time Land Rover enthusiast and previously had a lovely Pennine Grey L reg 3-door. I recently acquired G67 RYJ from Alan Mitchell in Northern Ireland, where it had been since he bought it in 2012. Many of you will know of this vehicle as it has appeared in the Notes before, in 2009, and in the November 2012 issue of LRM.

I was alerted that it might be available for sale via a fellow enthusiast (Mark Dixon – thanks Mark!) and I knew I would have to move quickly to secure the car. Alan and I had many discussions, he sent me lots of pictures, we did a Facetime walkaround the car, so I could see the condition of the vehicle in detail. How car buying has moved on!! Nothing was too much trouble for Alan and we did a good deal.

Collecting the vehicle was a story in its own right! I live in York, so arranged a lift to Leeds Bradford Airport. My father and I flew to Belfast on Saturday morning, where Alan and his cousin met us and took us to where the Discovery was parked for handover.

It was gleaming in the sunshine (despite the roads having been wet on the journey down from



ferry from Belfast to Liverpool. The ferry dropped us in Birkenhead very early on Sunday morning, and we navigated Liverpool's quiet streets towards the M62, and the trip over the Pennines back to York. We did the whole thing in 25 hours!

On Sunday afternoon I cleaned the travel-stained RYJ, and got to know it a bit better. In summary, Alan has done a really fine job conserving and gently improving it, maintaining all the precious originality. It has just turned 47k miles and has never been welded. It is rust-free. It is a very early car (registered 13th November 1989) and was retained by Caffyns of Lewes for four months as a demonstrator. The bill of sale to the first private owner is still in the file.

Being so early, it has a number of the distinctive features associated with G-WACs. It has the smooth rear door handle and sill trims; together with the offside bonnet pull and the narrower rear step, for example. Now garaged and will not see winter roads, but I am looking forward to showing it at some

of the regular events next year.

I am part of the CVC Register and I expect it may attend one or two of next year's shows with my Range Rover Sport Supercharged, Pre-Production/Press Car – a very different vehicle!

I feel privileged to be custodian of such a rare and original vehicle and I will ensure it is carefully preserved to be enjoyed by future enthusiasts. Roll on the 30th Birthday Party in Plymouth.

John.



Londonderry) and every bit as good as I'd expected. We shook hands and Alan gave me a Bank of Ireland £5 note – a 'lucky penny' to seal the deal and bring RYJ (and its owner) good fortune ongoing – a lovely gesture.

We left the car park where a complete stranger photographed us and waved as we passed! We took ourselves to the Titanic Quarter where there is a fine museum commemorating the famous liner – worth the trip in its own right. We later found some dinner and killed time until we rolled aboard the overnight

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Telephone: 0121 506 6040.
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Current known owners of launch cars. @ November 2017

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

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

Other pre-production. and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crookston
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G361WAC (RR)	Julian Lamb
G266BJU (5-dr)	Andrew Liu	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	Matk Harrow.
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	G656RYB	Graham Welch
G39 WJD	Bob Jolleys	G711YRY	Derek Henman
G41 VHA	Simon Tinkler	G757SGX	Paul Bishop
G43 KWO	Victor Mitchell	G834FPR	Sue Virgin
G67 RYJ	John Davies	G843FPR	Jon Isacc
G101GEL	Robert Hoskins	G892VPM	Mike E Hall
G115UKE	Graham Wollerton	G907VYT	Alan Young
G130KWO	Ian Phillips	G923PUE	Nigel Burland
G203DPF	Simon Andrew	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G950CAF	Elvet Price
G234CBG	Dan Hunter	G956RKM	Martin Smith
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 Ward	H353DJA	Peter Boardman
G436GUY	Andy Jones	H367OBE	Dave Mummer
G441WPX	Mark Harrow	H743VAB	Ted Andrews
G442AJM	Scott Seacombe	H776POJ	Duncan Campbel
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)

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