



Scott's G442AJM

G-WAC Notes

From the
Project Jay Preservation Group

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



Dan's G234CBG

December 2015

A Happy and Prosperous New Year to you all. Plans are well advanced to take stand space at the Land Rover Shows in 2016.

We have taken up the offer of the five free spaces at the shows. With only a few G registered cars taxed for the road this year, we were not able to fill the stands. Perhaps 2016 will see a few more G registered Discoverys on the road.

Welcome this month to Archie, who has asked to be included in the circulation of the Notes.

Archie is 18 years old, drives a Series II Land Rover and has just acquired a J registered Discovery for restoration. We hope to see some pictures and words about his progress in due course.

New grilles.

Kevin, at Duckworth Parts, keeps an eye out for old stock parts, which may be of use to us. Here he has some D1 grilles, part number, MWC6763PUB.



The RRP is £127 plus VAT and can do them for £50 inc VAT.

Please note the badge/logo is not supplied with the grille

G601 WAC for sale.

Built in December 1989, registered 3rd January 1990. 200 Tdi in Zanzibar (Silver) with original stripe decals. 165,000 miles. 7 seats, MoT to 27th March 2016.

Recent cambelt, rebuilt injector pump and lift pump.

All the usual welding done, sills, boot, rear wheel arches.

Suspension and brakes overhauled. Currently taxed.

Can be road tested, in Somerset.

Offers around £3,000 for this factory registered Discovery.

Chris. 07809 646778. lowechris40@gmail.com

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DVLA blames road tax revenue shortfall on cars over 10 years old

(Taken from a website.)

The DVLA has stated that *older car owners* (my italics, surely they don't think that OAPs are causing the loss? I think that it should read, *owners of older cars*. Ed.) are a major reason behind the Government losing £80m in revenue from scrapping the car tax disc – but is clueless as to why.

Of the unlicensed vehicles in the survey, 45% of these cars were more than 10 years old. The DVLA has credited these statistics to the owners of older vehicles, but doesn't understand why.

Karen Powell, press officer for the DVLA said: 'We don't know why cars older than 10 years old are the main culprits for tax evasion. The stats are what they are.'

Oliver Morley, DVLA chief Executive added: 'Almost 99% of all vehicles on the road are correctly taxed but we are taking action against those who are determined to break the law.'

Clubs have fought back accusations from the DVLA, refusing to accept that members would be evading vehicle excise duty. Head of public relations for the Jaguar Enthusiasts' Club, Tony Ridge, said: 'It is a generalisation really. There's a big difference between the type of person with a cherished classic and someone who just has an older car.'

Lesley Phillips, president of the Stag Owners' Club added: 'Club members take care of their cars in general, and are more than likely to not be evading anything. It seems like the DVLA could be doing more with their figures, it should include or exclude possible club members.'

The analysis of road users carried out during this summer showed that 1.4% of vehicles were being driven without vehicle excise duty – up 0.6% from two years ago when the disc was still required.

This new system caused many admin problems, including innocent motorists having their cars clamped.

Many groups were opposed to the new system, including the RAC Chief Engineer, David Bizley. He said: 'Sadly, the concerns we raised about the number of car tax evaders going up at the time the tax disc was confined to history, have become a reality.'

'These are very worrying and very disappointing statistics indeed. We really cannot afford for this to increase again for the sake of both road safety and the country's finances.'

A tale of Land Rovers and an early Discovery saved from the scrap-man.

Through a good friend, I heard of an “early three door 200 Tdi that was going to be scrapped” along with some other Land Rovers, so I asked for photos.

The photos arrived and the remains of a number plate showed a “G registration,” which sparked my latent interest, heredity I think, and before long a deal had been done and this poor old Discovery, G436GUY, was delivered on a trailer to my place of work.

As you see the photos you will realise that my



much as possible to reveal more damage, rust and lots of broken and missing parts. A challenge or madness some might say.

Both axles were damaged, some suspension components broken and about a ton of farm soil lodged in the under body.

On the plus side the 200 Tdi engine started first time, every-time, and with a new battery installed “big red” would move under her own steam.

I replaced the rear door and driver’s door, so she’s started to look more like a Discovery than a scrap-yard breaker. More recently I’ve started to cut out the rust (both sills, both front floor foot-wells, complete rear floor and body mountings) ready for welding and repair panels. I have serviced the engine, rebuilt the front axle and started amassing the replacement parts needed to get it MoT’d next year

initial reaction was a reality check, but I know that I am determined when I put my mind to something, and that this Discovery will be restored to regular use with some personal touches added, and a budget rebuild that I will do myself.

It had been used for many years as a farm hack off the road. Almost without exception every single body panel had dents, dings, paintwork damage and parts ripped off on gateposts and walls no doubt. The interior had a genuine rat look as it looked like a family of rodents had lived in it and, I believe, rat families can get quite large.

Over the space of a couple of weeks the Disco was power washed, hosed out and disinfected as

All this because Land Rovers are in my blood. My earliest childhood memory of vehicles were the Series Land Rovers my Dad used as an Agricultural engineer in the Gloucestershire / Worcestershire area. My Dad is still alive and often reminds me that for years I did not believe him when he told me the first Landy he saw had the steering wheel in the middle! The first Land Rover he used was as a farm mechanic in Dorset, in the late 1940’s. He had one of the very first Series Land Rovers, and used to write a monthly report on it to The Rover Car Company.

When I was 13 years old I bought a Series I 80” from a local farm and rebuilt/resprayed, but as an adult, I strayed off the Land Rover path with a large collection of classic cars that came and went.

My lovely wife, Julie, got me back on track a few years ago with a Series IIa 109 (50th birthday present) for restoration, and since then I’ve had a few Land Rovers of various types, but believe the Discovery II and 300’s are the very best for all round practical use.



Andy.

Current known owners of launch cars. @ December 2015

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	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	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)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G226EAC (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G266BJU (5-dr)	Lee Haines	G406WAC	Keith Britton
G513DHP (5-dr)	Project Jay Preservation Group	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G563WAC	David Spirrett. (Camel)
G175WAC (RR)	Julian Lamb	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Chris Lowe
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC (LR90)	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox	G635WAC	Alec Gatherer
G323WAC	Colin Crookson		

Some other factory registered cars.

G580BKV	Patrick Berry	G628BKV	Alan Young
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Other early cars

G28 RMW	Glyn Jones	G767NRH	David Ashburner
G39 WJD	Bob Jolleys	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Alan Mitchell	G907VYT	Alan Young
G101GEL	Robert Hoskins	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G234CBG	Dan Hunter	G950CAF	Elvet Price
G374UYR	Jack Straw	G987LKU	Andy Greer
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G436GUY	Andy Jones	H367OBE	Dave Mummery
G441WPX	Mark Harrow	H776POJ	Duncan Campbell
G442AJM	Scott Seacombe	H871EWK	Mark Hardwick
G456AVT	A Burchel	J140OAC Ambulance	Neil Witt
G553OWD	J Herod	J463HVK Ambulance	William Wallace
G580PNU	Ian Rawlings	AZ-829-TJ	Raymond Bechetoille (France)
G577GTY	Craig Pusey	3656 TW 24	Keith S L Daffern (France)
G711YRY	Derek Henman	Formerly G531DHP	
G757SGX	Paul Bishop	LA DC 502	Dr. Hofmann (Germany)

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[Previous G-WAC Notes can be found at the Home of the Project Jay Preservation Group](http://www.g-wacdiscoverys.net)
www.g-wacdiscoverys.net

<p>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</p>	<p>Issue 101 December 2015</p>
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