



Harry's pride and joy
(and his G405WAC)

G-WAC Notes

From the
Project Jay Preservation Group

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



John's G461WAC

February 2016

I'm looking forward to the Practical Classics Restoration & Classic Car Show at the NEC on the 5th-6th March. Mark will be there with his Camel training hack, G494WAC, and he will be showing the welding repairs that he has carried out to the shell on G488WAC. G526WAC will be polished up again. (Pictured in the April issue of LRO)

Classics Monthly magazine is restoring H343BYJ, a 1991 5-door V8i, although I think that it is more of a re-commissioning than a restoration, as there seems to be not a lot of body rust to overcome. The repairs are being sponsored by Britpart and Nene Overland.

Club Expo at Gaydon will be on 19th March this year. A meeting for car club members, with lectures and discussions for club organisers. I will attend with Graham.

The Spring Adventure Land Rover Show, which was to be held at Ripley Castle has been cancelled.

526. A little tidying up done.

James gave her a good polish before she was put away for the winter. I believe it is not now called polishing, it is called Detailing!! But I knew that there would be a few tidying up jobs needed when she came out of hibernation before show time.



The front seat frames had lost quite a lot of paint and were showing rust. I had already de-rusted and repainted my spare pair of frames, and I thought that it would be an easy job to swap the seats over to the tidy frames. Not so!!

The four Torx screws decided not to unscrew, they just spun the captive nuts off from under the floor, and needed to be drilled out. New Torx screws

are not available now, so in order to keep the original look, I have taken some door hinge screws from my donor car, as they are the same type.

All done now and they look quite smart again. The correct colour paint for the frames is Rover Tempest Grey, available from Halfords. (Probably some spare paint that the factory had in stock when designing the Jay)

The road wheels had not been removed for some time and the insides were quite dirty, I like to see clean wheels, both inside and out. With the weather being a bit damp just now, I decided to bring them inside the house to dry off after a good wash.



With the wheels off, it gave me the chance to wire brush under the wings and apply a coat of Waxoyl.

After a good vacuuming inside, she is looking quite good again, although there is rust appearing on top of the rear body crossmember, which hopefully I will have tidied up before the NEC Practical Classics Restoration & Classic Car Show. 5th - 6th March. (Only a week to go now)

I have promised to let Chris Hodson have the spare pair of seats that I have in stock, so I will let him have the rusty frames too. He is having a "G" reg Disco restored. It was a scrapper, so had no seats when he bought it.



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My Discovery collection for sale

This is a one-time offer, I have decided to part with all my Discovery fleet and memorabilia, the catch is, I will not split anything down.

G463WAC

Fully dismantled but rolling chassis ready for some welding repair, blasted and temp coating.



Ex press fleet, ex Camel Trophy training hack, includes all rare parts like smooth rear door catch, smooth footwell covers, Camel Bullbar, Camel Trophy steel wheels + correct 700/16 tyres, big history folder.

Brand new old stock, 3-door Sonar blue interior side panels (£1000 alone) and steering wheel, lots of other interior parts.



Full set of body mounting rubbers and all associated kit, brand new genuine axle parts, including discs etc.

There are all sorts of stuff to go with it, original brochures, correct Camel stickers, and all my spares, everything.

The shell

The original shell has been replaced, because off-road damage whilst it was used as a training hack at Eastnor Castle, made it unviable to repair. It will need some repairs now as it has been stood a while, but it's completely stripped out and has excellent panels.

G-reg

Dealer launch vehicle, V8, 85,000 miles been used as off-roader so needs repair, has a genuine early G-WAC interior in good condition. Plus other early parts, needs welding and replacement side panels.

G-reg rolling shell,

Was recently MOT'd, has excellent panels and repairable shell, good donor for the dealer launch vehicle. Above.



1993 3-door 200 Tdi, L-reg,

118,000 miles, very good condition except rusted through at the top corner of the rear door, not structural or MOT failure point, this one has MOT until July 2016.

Is on the road, excellent interior, drives well and was my everyday car until I got the Range Rover. This one also has a big history folder.

If anyone is interested, I want £7500 firm. I think they are all worth that. Whoever buys the collection can sell things off to recoup the money just for the G-WAC.

01254 761488, or 07974 740387, hsmb@btinternet.com. Eccleshill, Lancashire.

Ian.

Show dates 2016

March

5–6th Restoration Show. NEC On show will be G488WAC, G494WAC and G526WAC

April

17th	Ripon 4x4 & Vintage Spares Day	Ripon Racecourse. HG4 1UG
24th	The Great British Land Rover Show	Stoneleigh Park, Warwickshire, CV8 2LZ
23-24th	Ackworth Scammell Spectacular	South Yorkshire. WF7 7ET.

May

1st	Classic Car & Bike Show	Ripon Racecourse. HG4 1UG
14-15th	Spring Adventure, Ripley Castle.	North Yorkshire. HG3 3AY (Cancelled)
29th	Cars in the Park	Hutton –in – the Forest. Cumbria Ca11 9TH

June

2–5th	DOC National at Billing Off Road Experience.	Northampton. NN1 7AL
4-5th	Malvern Land Rover Show	Three Counties Showground, Worcestershire. WR13 6NW
4-5th	Classic Car Spectacular.	Tatton Park. Cheshire. WA16 6QN
19th	Raby Castle Classic Vehicle Show	Staindrop, Co. Durham. DL2 3AH
19th	Charity Classic Vehicle Show	Grasmere, Cumbria. LA22 9SJ

July

3rd	Leighton Hall Classic Cars & Bike Show.	Carnforth, Lancashire. LA5 9ST
16-17th	Ackworth Steam Rally.	South Yorkshire. WF7 7ET.
29-30th	Billing Land Rover Fest,	Billing, Northamptonshire. NN3 9DA
31st	Lytham Hall Classic Car and Bike Show.	Lancashire. FY8 4JX

August

7th	Trans Pennine Run from Manchester to Harrogate.	
14th	Raby Castle Classic Vehicle Show	Staindrop, Co. Durham. DL2 3AH
20-21st	“Passion for Power” Classic Motor Show	Tatton Park. Cheshire. WA16 6QN
28th	Classic Car & Bike Show	Ripon Racecourse. HG4 1UG

September

25th Ripon 4x4 & Vintage Spares Day. Ripon Racecourse. HG4 1UG.

November

11- 13th Classic Motor Show NEC



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Jaguar Land Rover is said to be examining a multi-million pound bid to purchase the Silverstone Circuit, home of the British Grand Prix.

Jaguar Land Rover eyes up Silverstone deal. Documents accessed by *The Financial Times* apparently provide evidence that JLR requested a valuation from property consultant *Cushman & Wakefield* in relation to Silverstone. Drawn up during July 2015, the proposal currently being considered would allow Silverstone to become the new home of JLR, including a heritage centre to exhibit vehicles from JLR's fleet - alongside offices for up to 1,000 employees, an extensive visitor centre and a hotel.

The property consultant has advised that, with potential for sizeable development and considerable industrial space, the market value of Silverstone is £22.7 million. Within a separate memo, JLR is apparently looking at a figure up to more than twice that, although it hasn't been made clear if JLR's budget of £52 million relates to Silverstone itself.

The current lease owner, *The British Racing Drivers Club (BRDC)*, would become tenant of the circuit while Silverstone Circuits Ltd - a subsidiary of the lease owner - would run Silverstone on Jaguar Land Rover's behalf.

Responding to the query, a spokesperson from Jaguar Land Rover said the company was looking to 'invest and grow its business operations in the UK.' 'We constantly evaluate a wide range of opportunities which are confidential. We have no further comment on this matter'. *Cushman & Wakefield* has not yet commented on the proposals.



First hosting the British Grand Prix during 1948, Silverstone's recent history has been largely troubled, with substantial losses resulting in a struggle to pay its annual Grand Prix fees totalling £16 million. Mr. Ecclestone, chief executive of the F1 management company, has attracted criticism stating as recently as October that the fee for Silverstone would not be cut.

This wouldn't be Jaguar's first appearance at Silverstone, with an F1 team operating between 2000 and 2004, while Tata, the parent company to JLR, has previously sponsored the Ferrari F1 team.

The sale of Silverstone has been broadcast previously, but plans were shelved during 2014, as the sale cannot pass without consultation with affiliates of the BRDC - currently exceeding 800 members.

The current contract is to be honoured until 2026.

New sightings

I've had a few emails recently about some potential restorations.

Peter King wrote.

"I am going to look at another early 3-door 1990 vehicle tomorrow. I may bid on it as is. Assumption is to turn £1,200 into £4,600 to collectors"... "I bid it to £1,250. But it sold for £1,290... Hopefully it won't get chopped up"

Stav wrote.

"G93 WAC isn't a Discovery, but a Defender 110. Bought it last year and it's a 3.9 V8 factory fitted, according to seller"?

"Tried everything on the net to research it but with no luck, could you shed any light on it"? (*It's an August 1989 in Grey. Ed*)

Marcus wrote.

"Tonight I stumbled across your G-WAC website and have been reading some past newsletters with interest".

"I've owned Land Rovers since I was 18 (12 years now!), currently running an ex military Tithonus 110 and a 300Tdi Discovery, which I bought back a few weeks ago after selling her in 2007"

"She is undergoing various body panel replacement surgeries this summer to get her in tip-top structural condition so I'm interested in the restoration articles that have been published".

"I have been toying with the idea of a very early Discovery for a while and will snap one up if the opportunity arises, although not actively looking at the moment. A G-WAC would be the Holy Grail to come across by accident. I just keep peering into those old barns and farmyards with crossed fingers for now"!

"Would it be possible to be added to the mailing list for G-WAC Notes? Is it emailed or posted? I can send my postal address if it is posted".

Current known owners of launch cars. @ February 2016

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)	Julian Lamb	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
G266BJU	Julian Lamb	G950CAF	Elvet Price
G234CBG	Dan Hunter	G987LKU	Andy Greer
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H367OBE	Dave Mummery
G436GUY	Andy Jones	H776POJ	Duncan Campbell
G441WPX	Mark Harrow	H871EWK	Mark Hardwick
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G456AVT	A Burchel	J463HVK Ambulance	William Wallace
G553OWD	J Herod	AZ-829-TJ	Raymond Bechetoille (France)
G580PNU	Ian Rawlings	3656 TW 24	Keith S L Daffern (France)
G577GTY	Craig Pusey	Formerly G531DHP	
G711YRY	Derek Henman	LA DC 502	Dr. Hofmann (Germany)
G757SGX	Paul Bishop		

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<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 103 February 2016</p>
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