



Owner not known

G-WAC Notes

From the
Project Jay Preservation Group

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



Julian's G175WAC

March 2019

With the first show under our belts, we have a month to recuperate and look forward to the Gaydon Land Rover show at the British Motor Museum in May. Tim is hoping to have 490 ready to show and John may have 510 there.

For those of you who are into YouTube, there is a video of our stand at the NEC. The shots are about 2.25 minutes into the film.

https://www.youtube.com/watch?v=doufj5GM70&feature=share&fbclid=IwAR0WXJb2QyEnGsxDIQXAzY_ITJKCRtF9HKjP85irNJCcMO89OfCpmOrdVEA

Shield-Disc for the rear axle brakes.

I reported last month that they were no longer available, but Paul Atkinson of Atkinson Bespoke Engineering has now produced some. £100.00 per pair including postage.

Bespoke also have in stock the rear side window rubber seals for the 3-door. Give Paul a call on or 0121 559 5255.

paul@atkinsonbespokeengineering.com

G478WAC, nearing completion.

On the way to Plymouth in October 2017, Patrick trailered 478 to Mark's place for him to give her a 'body off' restoration. Mark promised to have her ready for the 30 years celebration at the Birthday Party on the Hoe this year, and true to his word it will be ready to collect on the way down to the party in October.

Mark has a full-time job and has been fitting the restoration in with his regular work. Although I do believe that two other G-WACs have sneaked in for some work to be done.

When I bought her, the V8 had no oil pressure, and loading her on to a transporter to get her home, and then again onto Patrick's trailer for the trip to Mark's, it was inevitable that the engine would have suffered a little. As a result, she has had the engine overhauled.

There was extensive rust in the usual places on the body, so grafting in new metal has taken a lot of time. She is now back from the spray shop and is having her 'innards' refitted.

From pictures which are available of the launch, it is clear that all the 86 cars were fitted with the stripe treatment. They were missing when I bought her, but will be replaced. I believe that many of the launch cars were damaged by the press and dealer 'drivers' on the off-road course, After a tidy up at the factory before being sold, the stripes were not replaced.

So, roll on October when I will see her looking as new.

Land Rover Shows 2019

May

11-12th Gaydon Land Rover Show.
British Motor museum.
25th-26th Land Rover Legends
Bicester Heritage

June

29th-30th Billing Off Road Show

July

27th-28th Kelmarsh Land Rover Show

September

14th-15th Peterborough LRO Show

October

19th-20th Discovery Birthday Party, Plymouth

Discovery Birthday Party 19th – 20th October 2019

We hope to have upwards of ten G-WACs on the Hoe in October. Ian is trying hard to get 463 ready, 478 and 526 will be there, then other possibilities are, 457, 490, 494, 510, 601 and 610.

On the Hoe in 2014 for the 25th party, the Devon and Cornwall Section of the Discovery Owners Club assembled 170 Discoverys of all models, and hope to top 200 this year.



If you can be there with your Discovery, D1 to D5 and Sport, please give Tim a call on 01752 823 998
<http://www.discoverybirthdayparty.co.uk/>

Discoverys on show at the NEC

For our first show of the season, the Practical Classics Classic Car & Restoration Show is the ideal place to show our efforts so far in saving a few old Discoverys. The 'Restoration' part of the show means that they don't mind a bit of rust here and there, and our group can supply plenty of rust.

We had five 'Jays' on the stand, four Discoverys and a Honda Crossroad. (The Crossroad being a 200 shape is therefore a Jay) The completely rust free Jay on the stand was Ian's Tdi G130KWO, resplendent from a body off restoration job by Churchill 4x4 in Worcester.



Charles trailed his C742HUH test prototype to show just how much rust a Discovery can produce. The Honda is a 'work in progress' example and has had a lot of the rusty metal replaced. The two other tidy ones were G526WAC and G513DHP. Both have had some sympathetic preservation work done, but not yet had a body off restoration.



The PCCC&RS is not an easy show to exhibit because the setup day is Thursday, and cars must stay on the stand until the close of the show on Sunday. Ian and Charles do not live very far away,

so with a combination of train trips and the use of the family car, they were able to commute. Daphne, myself and Patrick were staying in a nearby hotel, and Ian and Charles acted as chauffeurs for the duration of the show.



With only five members on the stand we were kept busy all day answering questions about the Jays. Some quite funny discussions. One visitor, when examining the Honda said "the Japs designed a good vehicle there for Land Rover" Another said "I have one of these" only to divulge that it was a D2 !!

Two other Land Rover clubs were there, the Land Rover Series 2 Club, and the Ex-Military Land Rover Association. The PJPJG were the only club exhibiting a Discovery. The Official Showguide had a half page feature of our exhibits, which brought many visitors to our stand, and our thanks go to the organisers for the inclusion.



We hope to be back at the NEC for the Lancaster Insurance Classic Motor Show in November, when we will show our very best 'shinies'

Roy

PETER JAMES INSURANCE.
772, Hagley Road West, Oldbury,
West Midlands. B68 0PJ.
Telephone: 0121 506 6040.
www.peterjamesinsurance.co.uk



For sale G890UTT and G28 UTM

Having given up farming and nowhere to store my projects, I now need to sell them.

G890UTT

G890UTT came out of a hedge on a local farm, it was quite a well-kept secret hiding between a shipping container and the hedgerow. I put a battery on her and she started straight away and drove her out the hedge.

It has since turned out that she has lots of local history, wearing a garage sticker from the village garage. With both the previous owners, and the one before him, being very local farmers, the latter of which I bought her from in 1993.

I used her as a shepherding run around for about two years before I had to move out of my farm, leaving her surplus to requirements. She was registered February 1990, with three owners before me and 178,000 miles recorded she is currently taxed for limited use. V5 is in my name.

A blue Tdi, UTT is very original, has original LR radio, cloth centre console bag and has never been welded. I believe she was taxed for limited use when she got her first MOT fail, but despite this she's not totally rotten! There are a few places of concern regarding rot, the boot floor is the worst, the sheet metal is almost completely gone at the back and both sills are rusty, including above the sills. The inner rear wings are good.

Runs and drives well but since she's been in storage a brake line has been borrowed for another vehicle. Interior is grubby and headlining is falling out (good used one included) doesn't look the best. Paintwork is faded and generally quite untidy. I have no front bumper for her.

The original doors were badly damaged, so she's wearing some tidy grey ones (wind down windows from new) although I do have a pair of blue doors to go with her, together with wings and bonnet to match. I have nine Disco steel wheels to go with her. The boot is FULL of Disco trim pieces, door cards, interior panels, carpets, bumper trim, loads of little pieces and I think even a mint early dash. I was collecting parts to restore her as she has never been welded before.



G28 UTM

UTM was registered 5th December 1989, she's a silver 3.5 V8 on carbs, manual, 120k I think. I have no real history with the vehicle aside from spotting her waiting in the corner of a breakers yard, somehow damage free (unlike the rest of the vehicles in there!) and needing to rescue her.



I have managed to get in contact with the previous owners who are very keen to see her restored having owned her for a long time and have even offered their spares collection free to the new owner. There is a standard amount of rot, sills, boot floor, front left inner wing to name the worst. Engine turns over by hand but I'm having trouble getting the starter to run, I think it might have an old school immobiliser on it.

Hand brake is stuck on and clutch fluid has since escaped, but it is possible to roll the vehicle by unbolting a rear drive flange. Tyres are very good, body is very straight, interior is good and tidy though needs the mould cleaning out, comes with a new exhaust and a recently fitted radiator.

Has a functioning twin tank LPG system and a lightly tuned engine (apparently has a fast-road cam fitted). A very restorable vehicle, very early and desirable spec. There is a current V5 for her though I need to collect from the breaker as I forgot it when I collected her, and he hasn't posted it to me yet.

UTT is located just off J13 M5, eight miles south of Gloucester and UTM is in Newport. Shropshire.

Archie. archie.cursham@googlemail.com

Current know owners of G-WAC registered Land Rovers. March 2019

For the launch or the Discovery there were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC. Only 22 are known to survive

G457WAC	Tdi	GA382997	Corallin red	Julian Lamb
G459WAC	V8	GA383001	Davos white	(The Dunsfold Collection)
G461WAC	Tdi	GA381742	Caracal black	Sold
G463WAC	Tdi	GA381744	Davos white	Ian Rawlings. (Camel training Hack)
G465WAC	Tdi	GA381747	Marseilles blue	Jack Straw
G469WAC	V8	GA381755	Windjammer blue	Jon Chester
G470WAC	V8	GA381740	Windjammer blue	Rob Stewart
G477WAC	Tdi	GA385690	Zanzibar silver	Martyn Ball
G478WAC	V8	GA385691	Foxfire red	Roy Preston
G480WAC	V8	GA385693	Davos white	David Ashburner
G482WAC	V8	GA385695	Davos white	David Ashburner
G486WAC	V8	GA385699	Caracal black	David Ashburner
G488WAC	V8	GA385703	Davos white	Robert Blanchard (USA)
G490WAC	V8	GA381737	Mistrale blue	Haddow Hales-Lavercombe
G494WAC	V8	GA387686	Mistrale blue	Mark Harrow. (Camel training Hack)
G496WAC	Tdi	GA387688	Mistrale blue	Rob Ivins
G510WAC	V8	GA387692	Arken grey	John Davies
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC	Tdi	GA389241	Marseilles blue	David Ashburner
G526WAC	Tdi	GA389243	Marseilles blue	Roy Preston
G531WAC	V8	GA393354	Davos white	Ashley Culling
G534WAC	V8	GA393359	Zanzibar silver	James Brackenbury

Other Land Rover models with the G-WAC registration number

G84 WAC (LR90)	Tdi	White	Mike Smallbone
G87 WAC (LR90)	Tdi	Green	Chris Sims
G93 WAC (LR90)	V8	Grey	Steve Hattersley
G97 WAC (LR90)	Tdi	Green	Ted Billington
G175WAC (RR)	Tdi	Green	Julian Lamb
G179WAC (RR)	V8	Silver	Roger Fell
G180WAC (RR)	V8	Red	Guy Butler-Henderson
G247WAC (LR110)	Tdi	Green	?
G302WAC (D)	V8	Blue	Sold
G308WAC (D)	V8	Blue	Robin Gray
G310WAC (D)	V8	Blue	Mark Simpson
G311WAC (D)	V8	Blue	Ivor Ramsden
G312WAC (D)	V8	Blue	Jochen Baldamus
G314WAC (D)	V8	Red	Owner not known
G316WAC (D)	V8	Silver	David Maingot
G323WAC (D)	V8	Blue	Colin Crookton
G347WAC (LR110)	Tdi	Brown	Ron Boston
G361WAC (RR)	V8	Blue	Julian Lamb
G395WAC (D)	Tdi	Green	Sean Coleman
G405WAC (D)	Tdi	Blue	Harry Harrison
G406WAC (D)	Tdi	White	Keith Britton
G410WAC (D)	V8	Blue	Alan Young
G553WAC (LR90)	Tdi	Red	Gary Smallbone
G563WAC (D)	Tdi	Red	David Spirrett
G584WAC (RR)	V8	Blue	Sharon Paige
G601WAC (D)	Tdi	Silver	Julian Lamb
G603WAC (D)	Tdi	Beige	Ian Redfern
G607WAC (LR90)	Tdi	Black	Richard Satchwell
G610WAC (D)	Tdi	Blue	Kevin Bond
G611WAC (D)	Tdi	Green	Mark Harrow
G617WAC (LR90)	Tdi	Grey	Gary Bryans
G618WAC (D)	Tdi	Black	Steve Ducker
G635WAC (D)	Tdi	White	Tim Lavercombe

XX

<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 align="right">Issue 140 March 2019</p>
--

Project Jay Preservation Group

You don't need to own a 'Jay', just lots of enthusiasm!

Membership application form

(Please use Block Capitals)

<u>Mr/Mrs/Miss/Dr/etc</u>	<u>Year of birth</u>
<u>First Name (s)</u>	<u>Surname</u>
<u>Address (1)</u>	
<u>Address (2)</u>	
<u>Address (3)</u>	
<u>Town</u>	<u>County</u>
<u>Postcode</u>	<u>Country</u>
<u>Telephone. Daytime</u>	<u>Mobile</u>
<u>E-Mail Address</u>	
<u>Family member name (s).</u>	
<u>Relationship to full member</u>	

Vehicle Details. (Optional)

*The Group operates an anonymised Vehicle Register which is open to members only.
Your name, location, registration number, owner history and MOT history will not be visible to other members.
Other members may send messages to you through the Register, which you will receive as an email, although your contact details will not be disclosed to others.
This approach allows members to communicate privately whilst satisfying data protection regulations.
You can change this setting at any time on your membership record.*

<u>Model</u>	<u>Three or five doors.</u>
<u>Date of First Registration</u>	<u>Registration No.</u>
<u>Petrol / Diesel (circle as appropriate)</u>	<u>VIN</u>
<u>Engine Number</u>	<u>Engine size (cc)</u>
<u>Body type. Five or seven seats. Commercial.</u>	<u>Colour</u>
<u>Condition. Preserved or fully restored</u>	
<u>History.</u>	
<u> </u>	
<u> </u>	

Annual Subscription: Full member. £25.00

Family membership (s), residing at the same address £5.00

Total amount payable to the Project Jay Preservation Group £ _____
I enclose a cheque made payable to "Project Jay Preservation Group"

Please post to Membership Secretary: -

Mr G Bethell.
3 Bitterscote Lane
Fazeley
Tamworth
Staffordshire
B78 3LG

