



Robert's G101GEL

G-WAC Notes

From the
Project Jay Preservation Group

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



Sue's G834FPR

May 2018

May has been a busy month for shows, with lots of interest in our efforts to keep the iconic D1 in the minds of restorers.

Members of the public come to us with tales of where they have seen an abandoned Discovery, and promise to let us know where they are. I am led to believe that there are three in a field not far from me in North Yorkshire. I will go and find out if they are 'Jays'. At the rate that rusty D2s are being abandoned for scrap, it may be a wild goose chase.

Our next show is this weekend at Malvern, where there is usually a good selection of used parts for sale. At the Scottish last weekend, I bought a set of new old stock (NOS) carpets for 526 or 478, they were not cheap, as the traders are just beginning to find out that we are keen to obtain these rare items.

The carpets will replace the rubber mats that are currently fitted.

Two 'Jays' change hands this month

Tim and his son Haddow have been busy. After a trip to see some G-WACs at Mark's place, (Mark's 494, my 478 with the body off) and 611, 11-year-old Haddow persuade his dad to try to buy one.

With no G-WACs for sale on the day of the visit, Mark sold L489WAC to Tim and said that he would ask around to see if there was a G-WAC for sale.

Enquiries found that G490WAC was for sale by Jon Chester, which was already in a stripped-down state with lots of good work already carried out.



Tim did a deal with Jon, and the Lavercombe family now have two 'Jays'.

Another launch G-WAC surfaces

We had not previously come across this one, but G477WAC appeared for sale on Facebook. She is a Tdi in Silver.

A few enthusiasts replied to the post but did not get an answer for a few weeks.

Eventually Martyn replied to say that he had now decided not to sell.

We hope to hear more about the car in due course.

The Scottish Land Rover Show

With only three cars to show, we had a good stand in a very pleasant area of the Royal Highland Showground, Ingliston near Edinburgh.

G308WAC arrived on a transporter, because Robin has not yet got on top of his petrol pump problem. He now has the spares to fix it and hopes to have her running for next year's show.

Also on show was my trusty G580BKV, and Roy pressed into service G513DHP, the pre-pro 5-door, for the 400-mile round trip to Scotland and back.

Emrys Kirby was the compare for the show, his first time at the show, and with his great knowledge of all things Land Rover, the arena always had a large audience.

We had our few minutes on the 'mike' when the arena was filled with a display called 'The Generation Game'. The display featured the family and luxury products of the Land Rover marque, from the early Range Rovers, through Discoverys and Freelanders up to the new Velar model.



A very pleasant drive to Scotland, and we will be there again next year.

Patrick

Current known owners of launch cars @ May 2018

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	Jon Chester
G470WAC	Rob Stewart
G477WAC	Martyn Ball
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC	Haddow Hales-Lavercome
G494WAC (Camel training hack)	Mark Harrow
G496WAC	Rob Ivins
G510WAC	John Davies
G511WAC	Colin Crossley
G531WAC	Ashley Culling
G534WAC	James Brackenbury

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)	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	Mark Harrow
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Jochen Baldamus	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Paul Ridley
G316WAC	David Maingot		

Some other factory registered cars.

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

Other early 'Jays'

G28 RMW	Glyn Jones	G834FPR	Sue Virgin
G892VP	Mike E Hall	G843FPR	Jon Isacc
G39 WD	Bob Jolleys	G907VYT	Alan Young
G41 VHA	Simon Tinkler	G892VPM	Mike E Hall
G43 KWO	Victor Mitchell	G923PUE	Nigel Burland
G67 RYJ	John Davies	G942UTT	Keith Taylor
G101GEL	Robert Hoskins	G950CAF	Elvet Price
G115UKE	Graham Wollerton	G956RKM	Martin Smith
G130KWO	Ian Phillips	G978KOF	Ian Rawlings
G203DPF	Simon Andrew	G987LKU	Andy Greer
G229TDV	Wesley Beynon	G989ELJ	Oliver Tebbutt
G234CBG	Dan Hunter	H83 YYN	Richard Llewellyn
G253RFL	Ian Phillips	H95 DBK	Dave Dorling
G272WDL	Andrew Maclean	H353DJA	Peter Boardman
G374UYR	Jack Straw	H367OBE	Dave Mummer
G412FSJ	Andrew Cameron	H743VAB	Ted Andrews
G425OWB	Chris	H776POJ	Duncan Campbell
G436GUY	Andy Jones	H774SVF	Simon Andrews
G441WPX	Mark Harrow	H994BUU	Richard Mahoney
G442AJM	Scott Seacombe	J140OAC 116" Ambulance	John Francis
G456AVT	A Burchel	J348FGT	Nicholas Web
G462AVT	Archie Cursham	J463HVK 116" Ambulance	William Wallace
G463HMK	Peter Murphy	K554GKV	John Poulson
G553OWD	J Herod	L151LBV 116" Ambulance	Richard Beddall
G560EDY	Julian Lamb	L 576JRD 116" Limousine	Richard Beddall
G577TGY	Gary Pusey	L617 HRX	Richard Beddall
G580PNU	Ian Rawlings	AZ-829-TJ	Raymond Bechetoille (France)
G656RYB	Graham Welch	3656 TW 24	Keith S L Daffern (France)
G711YRY	Derek Henman		Formerly G531DHP
G757SGX	Paul Bishop	LA DC 502	Dr. Hofmann (Germany)

G534 WAC on show at the JLR Classic Works for 70 years of the Land Rover

It is a request that is always a welcome one. A message from Roy asking if Land Rover could use my G-WAC Discovery for an event at the JLR Classic Works on the 30th April

For those who did not know, I started my new role working at JLR in September 2017, so it was nice to get in contact with members of staff via the internal email system.

It was a first for me to supply a vehicle to Land Rover, so I agreed to send 534 to the JLR Classic Works on Friday 26th April to be included in the YouTube broadcast.



Friday 26th arrived, as did the transporter to take the car off to the works. My wife Lucy made sure she got away safely and watched her getting loaded into the truck. Lucy told me later that both her and Max (our 18-month-old) felt a little strange seeing her go. Max really didn't understand and got a little upset. 534 was the car that brought Lucy and I together and cemented our relationship. Lucy first drove 534 four weeks after we met, when I cycled from York to Peterborough LRO Show in 2016 (another story all together).

We had an invitation to go to the works and see her on display. Of course I expected to see her star of the show, and whispers were floating around the internet that mention of the New Defender would also happen at the broadcast. I was really looking forward to the event.

Monday came, I left Gaydon early to make it to Classic Works in good time and had arranged to meet Lucy at the works with Constance and Max (all Land Rover bonkers) kitted out in Land Rover tops.

On my arrival I started looking around some of the vehicles parked outside used on a media event, most of them coming from the Dunsfold Collection, but no sight of 534. The lady on the desk pointed us

in the direction of the collection. Sir Ranulph Fiennes stood talking behind us

Walking to the collection via the workshop, it was impossible to walk through without being distracted by XJ220s, XJSSs, E-types and D-types, and the old Series and Range Rovers being reworked. Then through another door and into the collection, where it was a sight to behold. I have never seen so many vehicle lifts with vehicles on top. The rows of cars were four deep, so it was impossible to get a real flavour of what they had on show. I then spotted 534, but I was not able to get close to her.

Roger Crathorne (Mr Land Rover) was stood almost right in front of my car chatting to a camera. When he had finished with the camera shot, I was introduced to him by Emrys Kirby whom I had been chatting to while we were in the collection. It is the first time I had met Mr Land Rover, I was a little star struck to meet the man himself.



After a few minutes we were asked back to the studio area, and due to filming issues surrounding children, Lucy and the children had to head home. I stayed hopeful that I would catch sight of the new Defender.

It was a pleasure to be involved in the filming, and it was great to know that 534 was part of the 70th event. We all received a gift and a glass of bubbly after the filming was complete.

I had to get away quickly after the filming, but managed to have a chat with Michael Bishop, who was involved in getting my car to the works. 534 was delivered back to us the next day. It was great to get her back, Max likes to say good morning to her each morning and make sure she is still there.

See the broadcast here :-

<https://www.youtube.com/watch?v=cM2A1TISIZU>

James

PETER JAMES INSURANCE.

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

Telephone: 0121 506 6040.

www.peterjamesinsurance.co.uk



