



Ian's G603 WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Harry's G405 WAC

June 2015

We attended a few shows this month and hope to give a report next month.

Two G-WACs for sale just now so now is the time to buy. The prices are starting to increase, a couple sold recently for more than £2,000.00 each.

The 'price check' guide published in Land Rover Monthly magazine shows them at £2,400.00 to £7,000.00.

I tried to buy a headlamp recently at a spares day and was asked £15.00 for it. Granted it was a good early one with the LR logo on the glass and no rust, just a bit too much I thought and got two for £10.00 at another show.

Great news that Ashley has found another G-WAC, 531, hidden under an age related plate. There may still be others around, so please keep looking.

G469 WAC for sale

The 3.5 V8 engine has had a rebuild and is running well. Body in Windjammer blue and has a full set of decals.

Now needs some TLC, sills need attention and petrol tank cradle replacing. No MoT so will need collecting from Worcestershire.



I have lots of history documents and some memorabilia.

Please contact me on 07813 790171, for more information.

Lee.

My workhorse G405 WAC for sale

'Gloria' is poorly. I had a pre MOT check done on her and she will take up too much money to justify me spending on my work vehicle. Matters are worsened by my wife having just needed to replace her car.

It's all brakes and under bodyworks that are ailing her. Engine is sound.

I need to recoup as many pounds as I can in order to replace her with another builders chariot.

This being the case I am intending to put her on Ebay. But I did want your merry band of enthusiasts to have first shout on her as they do a splendid job of keeping the spirit of early Discoverys alive.

If anyone is interested in a restoration project, please give me a call at walther18@btinternet.com

Harry

G reg. wanted.

I am looking for an early 3-door Discovery to renovate. Ideally, I would prefer a G-WAC to restore, so thought I would start searching for one.

I am looking to own the vehicle long term as I always wanted a 3-door Mk1, and the time has come to preserve one!

Based in the Norfolk/Suffolk area, I can be contacted on digga@hotmail.com

Dan

G375 YBE was G531 WAC

Good news. My report on G375YBE last month about my plans for the restoration of her, has turned into a very good move.

Following my search at the DVLA, I can now confirm that the history of G531WAC is now as follows: - The vehicle was built in July 1989 and dispatched to Land Rover and on 27/09/1989, for registration on 01/10/89.

The engine was number 12L00115A, Chassis number SALLJGBF8GA393354.

It was then sold to Duckworths Racecourse Garage on 01/03/92 and by this time had been changed to RHD. It was then given a private registration, 80 RBM, which came from a Range Rover Classic, and looks to have been kept by the Managing Director.

It was then sold to Glen Bennett in Solihull on 22/06/96, where it then acquired an age related plate, G375 YBE. From there it found a new owner in Nottingham a week later on the 29/06/96 (!) then went to Kegworth in 1998.

From there it went to Kettering in 2005 before I eventually bought the remains in 2007. I then changed the engine number and the colour, not knowing its history.

I've now got another good 3-door shell and will soon be restoring it to how it was when it went to Duckworths. Quite a task ahead of me but work will be started soon.

I wonder how many of the G registered cars featured on the listing on the back page of these Notes were first registered 01/10/89.

If you are one of the owners, it is worth a check to see if it has been on a private plate and a G-WAC plate before that.

Ashley

G603 WAC

It's been a long time since I have 'put pen to paper' regarding 603.

I do not have anything exciting to offer since I last wrote, which was probably over two or so years ago. 603 is still on the road and used often.

She passed her last MOT with only one advisory, a little rot up by the passenger foot well. I have been spending my time and money keeping her solid, but with doing that she is starting to look a little sorry for herself cosmetically.



I am thinking of placing her on a SORN when the next MOT is due, so I can tackle the cosmetics.

This will probably mean looking for a couple of new doors and a fresh coat of paint.

I never realised how much of a full time job it is keeping an old Disco in good order!

Mechanically she is as good as ever, the only hiccup was a breakdown on the way to work one cold wet morning. It turned out to be sludge in the fuel filter, the one on the chassis.

From G-WAC to L-RAC! My other great motoring love is the Peugeot 205 GTi. I have owned a few over the years, but I have now sourced the one that I was looking for.

In 1994, Peugeot Coventry produced 175 run out models, all factory registered and used for promotional work. They were dispatched to dealerships over the UK for resale. I have a Miami Blue, registered L432 RAC, and have known the car from nearly new.

I am on the lookout for any L-RACs, but they fared worse than the early Discoverys, less than 50 left! If anyone else is fond of the 205, do drop me a line. iredfern@me.com.

It seems to be getting quite fashionable to own an 80s or 90s car at the moment, and they are starting to be seen as classics, so the prices seem to be rising.

Ian



Sara, an early Discovery.

I was reading about the G-WAC Discoverys on the web and came across your e-mail address, so thought that I should let you know about my car.

First registered 03-09-1990 as H367OBE. A 200Tdi 3-door in Mistral Blue. I've had her about six years now. (our children named her Sara)

Her owner, who had given up on welding repairs, gave her to me. Sara was my first Land Rover and off roader, but is now awaiting restoration back to original. She's been in storage for three years now but I didn't have the heart to scrap her, and recently decided to bring her back from the brink, because our eldest son Joe, who's now 12 years old, wants her as his first car!

As with all Discos of this age, rust caught up with her again after the off roading, and I took her off the road after the rear side inner wing collapsed.

I've been collecting all the replacement panels needed to repair the damage caused by my off road activities, mainly the rear 1/4 panels.

I will keep you informed of my progress.

Dave.

Forthcoming events

- 5th July. Classics in Corbridge. Corbridge. Northumberland. NE45 5AY
12th July. Lakeland Historic Vehicle Show. Hutton-in-the- Forest, Penrith. CA11 9ST
31st July–2nd August.
Billing Land Rover Fest. Great Billing. Northamptonshire. NN3 9DA.
We now have stand space for five cars at the show and only two owners have expressed an interest in attending. If you have a G registered Discovery and would like to display it on our stand, please give me a call. Roy.
- 16th August. Raby Castle Classic Vehicle Show. Staindrop. Co Durham. DL2 3AH
30th August. Ripon Autumn Classic Car Show. Ripon Racecourse. Ripon. North Yorkshire. HG4 1UG
19-20th September.
Land Rover Show 2015. East of England Showground. Peterborough. PE2 6XE.
We hope to book stand space for this show.
- 10-11th October
Plymouth Birthday Weekend. The annual return to the place where the Discovery was launched to the Press and Dealers in 1989. <http://www.discoverybirthdayparty.co.uk/>

A nesting place in G534 WAC.

I came home from work one day and noticed something had made a nest in the front grill of 534. On dismantling the front end I was relieved to see that it was a bird's nest with no eggs. I am unclear as to which breed of bird had such taste to make a nest in a G-WAC, and be small enough to fit between the grill slats to make a nest.

As always it was beautifully made but sadly I could not let them nest on a more long-term basis.

A lot of material was used during its construction, and I have placed the nest on the ground so hopefully it's recycled.

James



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For Sale

A white 1990 Discovery 200Tdi, 126k miles. It was barn stored for over 10 years due to having a snapped front half shaft.

Some welding required to inner wings and sills. The rear boot floor and body mounts look to be in reasonable condition.

I presume that the vehicle came from Eire when new, as it was registered by a Land Rover dealer in Belfast in December 1993, when it was presumably brought across the Irish border. It was then sold to a customer in Kent.

It would make an ideal restoration project at £950.00 ono. Any viewings welcome at NE17, Newcastle upon Tyne.

Please call Willie Henderson 07932 008714

