



Guy's G180WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Gary's G617WAC

June 2017

With such good weather this month, I decided that I had to abandon the Discos and catch up with some gardening, but I did manage to clean the bird droppings and green mess from the Mpi and 478, which have not had covers for some time.

It really is time I started on 478, if I am to have her ready for the 30th Birthday Party on the Hoe in 2019.



The original rear axle case has been repaired and will soon be fitted with new callipers and stubs. I run the V8 engine on a regular basis and she sounds good, although the exhaust is in a poor state.

Ripley Castle Classic Vehicle Show & Land Rover Display. 29th May.

Always a good display of cars and Land Rovers at this show. We have had some good shows here in the past, with a Discovery Owners Club member showing his Cobra, and I recall James Wood training on the lake in his canoe for a charity event that he was about to undertake. Camping and barbequing on the night before by the lake was very popular.

The weather was not kind to us this weekend, but with only Jonathan, Stuart, Patrick, Daphne and myself attending, we could shelter under Patrick's gazebo when the rain came.



I had booked the show as a Yorkshire Section DOC event, but decided on the day to treat it as a PJP event.
Roy.

Lakes Classic Car Show. June 18th.

The one day Sunday show is organised by the Windermere & Ambleside Lions club on the sports field at Grasmere. The show supports the local Blood Bikes Association, and the Cumbria & Langdale Ambleside Mountain Rescue.



We travelled up to Grasmere on Saturday. I took G513DHP, and Roy drove G526WAC. I don't need an incentive to drive G513DHP, but there was the added incentive of staying with my sister, Rachael, who lives just up the road from the sports field in Seat Sandal. Roy stayed B&B in Windermere Saturday night, and we invited him to an evening with us, cooking a meal at Rachael's house.

Roy had agreed to take six Discovery door handles to the show, for a gent who we met at the Ripley show last month. He was rebuilding a lorry and need some door handles for the side lockers that he was incorporating on the body.

When Roy sat in 526 on Sunday morning, there was a note on his windscreen from a gent who had just lost his H registered Disco to a fire, and he had some unwanted spares to give away. He visited the stand and handed over a box of filters and other bits. A very profitable weekend for an exchange of Disco parts.

Sunday was Father's Day with a surprise visit from my mum and dad, together with brother Nick. They had arranged a BBQ for the evening and invited Roy along too. What a pleasant way to end the evening before the trip home to Yorkshire.

A great show and we hope to be there again next year.

Patrick.

G-WAC Range Rover

A member of our family. She was purchased "used" in the early '90s, and is now back to the original G180WAC registration number.

The original 3.5 engine has recently been rebuilt by Scholar Engines and awaits replanting.

My welding ability and help from Froggat and Rimmers have kept this RR alive, just need a new driver's side electric seat switch to be perfect.

She has now covered over 500,000 miles on an accumulation of clocks, what more could anyone ask?



Still a more exciting Range Rover to drive than our P38, and all models that follow.

Guy.

G425 OWB

We met at the Dunsfold show on Saturday 10th, and I took a keen interest in your Marseilles Blue G-WAC (same colour as my G-reg Disco 1).

Please add my Tdi, G425 OWB to the list of early D1s (registered June 1990).



You'll notice that it has a 300 Tdi bumper and wing mirrors, but I have the originals that need a bit of repair.

Chris.

A rebuild for G617WAC, my 90 Tdi.

She's had a hard life, as most 90s do, so it was time for a new chassis and a paint job.



First registered in January 1990 and now covered 122,000 miles.

I changed the chassis to preserve her, ready to be handed over to my daughter when she's able to get some insurance.

When stripped down, all that was required to the old chassis was welding two new outriggers and two patches, so it's going to go on another 90.



Gary.

Rust free body shells.

If you are about to do a body off restoration, and find that there is a lot of welding required, Chris has a source of good Discovery shells from the Continent.

He has a few in Chesterton, Staffordshire. Give him a call to see what he has in stock.

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Show dates 2017

July

2nd	MG Northumbria Car Show.	Tynedale Park, Corbridge, Northumbria. NE45 5AY
2nd	Classic Car Show.	Leighton Hall, Carnforth, Lancashire. LA5 9ST
21-22-23rd	Land Rover Show.	Kellmarsh Hall, Northamptonshire. NN6 9LY
30th	Classic Car & Bike Show	Lytham Hall, Lancashire. FY8 4JX

August

13th	Classic Car show.	Raby Castle, Staindrop, Co. Durham. DL2 3AH
20th	Vintage & Classic Car Show	Brooklands Nurseries. Holmfirth. HD9 1UJ
27th	Autumn Classic Car Show	Ripon Racecourse, Ripon, North Yorkshire. HG4 1UG

September

16th – 17th	LRO Show.	East of England Showground, Peterborough. PE2 6HE
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October

1st	Newbury 4x4 Spares Day	Newbury Showground, Chieveley, Berkshire. RG18 9QZ
14th – 15th	DOC Birthday Party.	Plymouth Hoe.
15th	Ripon 4x4 Spares Day	Ripon Racecourse, Ripon, North Yorkshire. HG4 1UG

If anyone has any dates for a local show that you may attend, please let me know and I will add them to the list.

Rear side window seals for the 3-door.

These seals, part numbers AWR5386-7, are no longer available, but a start has been made to design the tooling to reproduce them.

I will have more information on the progress next month.

Roy.



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Obsolete parts.

What parts do you struggle to find or are no longer available?

This applies in the main to those rebuilding early Discoverys rather than later vehicles, but do not let that stop you. If anyone also has an old Series Land Rover, Range Rover or E Type Jaguar in the back yard, we are interested to know what parts are unobtainable or poorly remade.

The end game is, if sufficient interest exists, these can be re-manufactured, this can be both mechanical components, body panels or interior trim.

If you know of such a part or parts, please can you mail, press@discoveryownersclub.org.

There is obviously more to this, I am not going to start making parts in my shed. When I have more information that I can release, I will share it with you.

Chris G.



PROJECT JAY
PRESERVATION
GROUP

"DEDICATED TO SAVING EARLY
LAND ROVER DISCOVERYS"
www.g-wacdiscoverys.net

Current known owners of launch cars. @ June 2017

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	Lee Haywood
G463WAC (Camel training hack)	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 (Camel training hack)	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)	G323WAC	Colin Crookston
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G395WAC	Sean Coleman
G266BJU (5-dr)	Julian Lamb	G405WAC	Harry Harrison
G513DHP (5-dr)	Project Jay Preservation Group	G406WAC	Keith Britton
G84 WAC (LR90)	Mike Smallbone	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G553WAC (LR90)	Gary Smallbone
G175WAC (RR)	Julian Lamb	G563WAC (Camel)	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	Jamie Menzies
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer
G316WAC	Mike Smallbone		

Some other factory registered cars.

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

Other early cars

G28 RMW	Glyn Jones	G580PNU	Ian Rawlings
G39 WJD	Bob Jolleys	G711YRY	Derek Henman
G41 VHA	Simon Tinkler	G757SGX	Paul Bishop
G43 KWO	Victor Mitchell	G834FPR	Sue Virgin
G67 RYJ	Alan Mitchell	G843FPR	Jon Isacc
G101GEL	Robert Hoskins	G892VPM	Mike E Hall
G115UKE	Graham Wollerton	G907VYT	Alan Young
G203DPF	Simon Andrew	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G234CBG	Dan Hunter	G950CAF	Elvet Price
G253RFL	Ian Phillips	G987LKU	Andy Greer
G272WDL	Andrew Maclean	H83 YYN	Richard Llewelin
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H367OBE	Dave Mummery
G425OWB	Chris	H743VAB	Ted Andrews
G436GUY	Andy Jones	H776POJ	Duncan Campbell
G441WPX	Mark Harrow	H994BUU	Richard Mahoney
G442AJM	Scott Seacombe	J463HVK Ambulance	William Wallace
G456AVT	A Burchel	AZ-829-TJ	Raymond Bechetoille (France)
G462AVT	Archie Cursham	3656 TW 24	Keith S L Daffern (France)
G553OWD	J Herod	Formerly G531DHP	
G560EDY	Mark Dixon	LA DC 502	Dr. Hofmann (Germany)
G577TGY	Craig Pusey		

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Issue 119 June 2017