



James's G534WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Jack's G374UYR

July 2012

A warm welcome to two more enthusiasts this month, Jaimie Menzies with G611WAC and James Brackenbury with G534WAC.

611 is a new "find", it has been used as a farm workhorse for the past five years, more about it next month.

We have known about 534 for some time and it has been bounced around since we first knew of its existence. Steve Brindley was our first known owner, it then went to Zoltan Kittrich and taken to Hungary, back again to the UK to Nicholas Webb and now James.

Classic Car Gathering. 29th July.

The Ripon Racecourse is an ideal venue to hold a car show, and the Ripon Old Cars Club held their Eighteenth Classic Car Gathering plus Family Fun Day & Autojumble there in warm but showery weather.

With onsite catering by the Girl Guides in the food building and entertainment for all the family the event last year attracted many visitors to see the display of over 700 classic cars and motorcycles.

16 car clubs from across the North of England put on good displays of the various models. Present were Wetherby Classic Car Club, Triumph Stag Owners Club, The Historic Volkswagen Club, Morris Minor Owners, to name just a few.

Trade stands and autojumble did good business, I bought some liquid cleaner for my pressure washer and some upholstery cleaner. James bought some headlight bulbs.



This was James's first show with his newly acquired G534WAC, and parked alongside my 526 they drew quite a lot of interest from the visitors who read the brief history of our cars on the A board.

New owner of G534WAC

Well as I am sure you are all aware 534 came up for sale in the last G-WAC Notes with advertisements placed all over the Internet and the forums chatter.

I came across her by chance and the thought cogs started ticking. I was not after getting another car but was thinking of selling the current Defender 90 to free up funds for the work on the SIIa 109 and Range Rover 2-door.

After much thought I had managed to come up with a reason to buy 534 and made the arrangements with Nic to view. When viewing, it didn't take much thought as the turn of the key and grumble of the V8 had sold her to me.

The price was agreed and I got everything sorted to collect her and drive the 180 miles back home, the furthest she had travelled in two years! The trip home was fine, no real issues to worry about.



I have now owned her for a few weeks and can't stop jumping in to drive some place, except I am on first name terms with every petrol station in a 10-mile radius.

Day two of ownership and I knew a certain Mr Preston was itching to see her, so off we went, I am amazed about how close he lives to me so it wasn't too bad really.

It is my intention is to keep her as close as possible to launch spec, and Nic has done a great job getting her as far as she is now. I hope to take her to some shows in the future.

If you are going to visit LRO Billing, keep your eyes peeled on the off road course as I help Charlie Thorn out with marshalling.

James Brackenbury.

More work on the ambulance

The gutters are now sorted. A little tricky to do apparently given the roof is GRP, but Les the Welder managed to create new, straight gutters that just need painting.

So now to replace the heater. Luckily I've found someone breaking a 200Tdi - as it was a 3-door I also got the tilting seat bases, handy as we have a couple of 3-door Discos and the drivers side one on J140 needs serious attention. I managed to get a complete heater unit rather than having to get the motor out of the old one.



The custom wiring for the sirens and lights is making the removal of the dash interesting as there's various wires led through the top of the dash, and there are large numbers of wires to the siren/light switches - the switch panel is where the stereo is normally in a 200.

With the dash finally off, the next job was to replace the heater unit and remember where it all goes to put it back together again. Then to take the carpet out to treat the floor.

For some unknown reason I decided to put the dash back in first, then realised it's near impossible to get the carpet and acoustic mat out with the dash in place, so out it came again.



The seat base was a pig to get out - the studs were fine but the bolts had seized.

With the seats out, it was relatively easy to get the carpet and mat out. I was a bit worried about what I would find given that the carpet and mat were soaking wet, but the rust is easily treated as it's all on the surface.

Neil.

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23rd Birthday Weekend – 13th-14th October 2012

As I sit here putting fingertips to keyboard (it used to be pen to paper), I am feeling excited but also a little nervous as I realise that there are only three and a half months left until the next Discovery Birthday Weekend. It is its 23rd Birthday and if this year's weekend is half as good as the last three years celebrations have been it should be another cracking weekend. The Birthday Weekend is open to any owner/driver of a Land Rover Discovery old or new.

The reason? The joining together of like minded people, people with a passion for their Discoverys. It's a chance to celebrate and re create the launch of the vehicle which took place in and around the Plymouth area back in October 1989, at the same time raising some money for a couple of Charities.

The Programme for the Weekend will be:-

Friday 12th October 2012

Optional Green laning/ scenic drive. Meeting up at the Butchers Arms St. Ive at approx 10am, we will then drive non damaging lanes over Bodmin moor and across to the North Cornwall Coast.

Saturday 13th October 2012

We will gather on Plymouth Hoe on Saturday 13th October from 10.00 until 13.00. Yes; Free parking in a Big City! This gives everyone a chance to register, catch up with old friends; and then pop down into the City of Plymouth, which is a 10 to 15 minute walk, once here you can grab a late breakfast or a big hearty lunch. Plymouth like any big City has an abundance of fast food outlets, good Restaurants and a Pannier Market. Another area to visit is the Barbican; this is the old Fishing Port of the City. Home to the Aquarium, gift shops and even more eating houses; this again is a 10 to 15 minute walk.

The Hoe must be clear of all vehicles by approx 13.15. On leaving the Hoe, via the Torpoint Ferry, we will drive to Mt. Edgumbe, we will stop along the way to let people catch up and to take photo's etc. On arrival, Mt. Edgumbe's smaller Tea Shop will be open for refreshments.

Evening Social and Charity Raffle (tbc) 7pm-Late

Sunday 14th October 2012

09:30 we will meet at the Car Park of the TESCO Store, Lee Mill, from here we will head straight down to the Steam Railway at Buckfastleigh. This should give people plenty of time to look around the Station, catching the train and spending some time at Totnes.

At approx 14.00 we will commence the drive across Dartmoor to the Two Bridges Hotel, reaching there at 15.00. Time for a Pint or a Cream Tea and to say our fond farewells.

Green laning or scenic drives may be organised the day before, Friday or the day after, Monday depending on demand. Please contact me via 07771 882622, or e-mail hayward_lee@yahoo.com for more information.

Ian.

Useful Websites:

<http://www.discoverybirthdayparty.co.uk>. <http://www.southdevonrailway.co.uk/timetable>

<http://www.mountedgcumbe.gov.uk>. <http://www.visitplymouth.co.uk>

Another G-WAC found. G611 WAC.

It has been used on the farm for the last five years but now the owner realises that it is worth preserving, he is going to give it some TLC.

I will have more news about it for the August Notes.

Roy.

V8 Land Rover 90, for sale on ebay. Reg. number G87 WAC

Have a look at this one if you are interested in Land Rover 90s.

http://www.ebay.co.uk/itm/261074239885?ssPageName=STRK:MESELX:IT&_trksid=p3984.m1555.l2649#ht_518wt_1185

Front cover of LRO October 1989 issue.

In the July 2012 issue of LRO, page 37 shows a picture of G475WAC on the front cover of the October 1989 issue.

I am not sure how LRO managed to do that because the G-WAC cars were not registered until 1st October, and publication time is usually almost two months in the process.

The DVLA site does not recognise the registration number.

Has anyone got the answer to this conundrum?

Roy.

Plymouth Programme

Friday 12th October 2012

10.00-16.00 Optional Green laning/scenic drive.

Saturday 13th October 2012

10.00-13.00 Plymouth Hoe - Register/Photos/Breakfast/Lunch
13.00-14.30 Drive to Mt. Edgcumbe via Torpoint Ferry - stopping for photo's
14.30-16.30 Mt. Edgcumbe - Afternoon Tea/Sightseeing/photo's
19.30-Late Evening Social and Raffle (tbc)

Sunday 14th October 2012

09.30 Meet at Lee Mill Tesco Car Park
10.00-14.00 South Devon Steam Railway Buckfastleigh - Train ride/Photo's/Lunch
14.00-15.00 Dartmoor Drive to The Two Bridges Hotel
15.00 Two Bridges Hotel - Afternoon Tea and Farewells

The above programme is subject to change at short notice and may be weather dependent
For more information please visit our Website: <http://www.discoverybirthdayparty.co.uk/>
or contact Lee on 077 88 99 66 44 or Ian on 077 71 88 26 22

Classic Car Shows.

If you enjoy sitting in the sun ??? and watching the world go by, what better way to do it than to attend a local village show or Classic Car show with your G-WAC?

Most car shows have an arena to parade the various models, either by type, sports cars, 4x4, American, kit cars etc, or by age. Some shows have a commercial slot where you can display a van, a pickup or a truck.

If you enter your Discovery in the 4x4 class, you will be sitting alongside the Cosworths, Jensen FFs and Series Land Rovers, (RR folk don't usually go to Classic Car events) so I usually enter the 1980s class.

Whilst the judge is inspecting the exhibits, the commentator will speak to owners and ask about their car. If you are fortunate to be chosen to say a few words about your car, is a good opportunity to tell the visitors about the launch and the G-WACs.



In the summertime there are many shows every week and they are listed in Morgan's Historic & Classic Vehicle Events Yearbook. www.morgansyearbook.co.uk. It is produced by the Rotary Club of York Vikings, and profits go to various charities. Another source of information is published by the Classic Motor Monthly newspaper.

Current known owners of launch cars. @ July 2012

G457WAC	Mark Wheatley
G459WAC. (Amphibian)	Land Rover
G461WAC	John Boucher
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett
G470WAC	Frank Elson.
G478WAC	Meghan Timmins
G480WAC, G482WAC & G486WAC	David Ashburner
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	James Brackenbury

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other known launch cars on DVLA site.

G466WAC, G477WAC, G494WAC, and G525WAC

Other pre-production, G-WACs and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker
G226EAC	Discovery Owners Club
G513DHP	Project Jay Preservation Group
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known
G405WAC	Harry Harrison
G406WAC	Keith Britton
G410WAC	Robin Jeffery
G563WAC	David Spirrett
G601WAC	Richard Haynes
G602WAC	Owner not known
G603WAC	Ian Redfern
G610WAC	John Stuart-Gay
G611WAC	Jamie Menzies
G635WAC	Alec Gatherer

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G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G67 RYJ	Foley S V Ltd.
G101GEL	Tim Evans
G324CBG	Robin Jeffery
G374UYR	Jack Straw
G442AJM	Scott Seacombe
G553OWD	J Herod
G656RYB	Graham Welch
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892VPM	M E Hall
G942UTT	Keith Taylor
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC Ambulance	Neil Witt
J463HVK Ambulance	William Wallace
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
BT 797 AV	Keith Rouse (France)
Camel. Awaiting export to the USA	Robert Blanchard (USA)

Discovery enthusiasts in France.

At the Convoy for Heroes in April this year, we bumped into Roy. We told him and Margaret about our forthcoming trip through France to the Pyrenees and into Spain via Andorra. No plans had been made or routes sorted out, just ferries booked two weeks apart, leaving from Cherbourg and returning from Bilbao.

Roy told us about enthusiasts of early cars who live in the Dordogne region, in the South of France, who would like to meet enthusiasts from the UK, and wondered whether we would be interested in popping in to see them on the way down.

The next two weeks passed swapping emails and phone calls from the French contingent (both Keith's, confusingly). So on a very rainy morning in Portsmouth and in approx. force 7 gale we headed for Cherbourg. The rain was relentless and continued throughout our overnight stop just outside Nantes.

Next day as we headed south to meet Keith Daffern in Beaumont du Perigord, the rain stopped and at last the sun came out. Keith Daffern owns an early 3-door that was originally registered by Land Rover, as G531DHP, a similar number to the pre pro 5-door, G513DHP, owned by the PJPG. Keith Rouse owns an early 300 Tdi.



Carroll & Keith, Maggie & Bill

We soon found Keith's house and were welcomed by him and his wife Brigitte, who were excellent hosts and had arranged for us to dine out that evening with fellow ex pats. The meal was superb and after a restful night in Keith D's beautiful house and after a delicious French breakfast of freshly baked croissants we were on our way to see Keith and Carroll Rouse.

The weather that morning was lovely, blue sky and sunshine. Arriving at Keith and Carroll's house, we were once again given a warm welcome. We had been invited for lunch and Bill and Keith soon disappeared into the garage/barn to have a look at Keith's latest project, preparing a very shiny and tidy 300 Tdi for his Son-in-Law. After lunch, the chat continued well into the afternoon. Ideas were exchanged and the project discussed at great length.

We had planned on setting off on our way to the Pyrenees but then Keith and Carroll asked if we would like to stay for the night and we gratefully accepted their offer. Late in the afternoon we took photos of the Discos together with their respective owners.

The following morning after a hearty breakfast we said our goodbyes and set off South for the next part of our trip.

If anyone has thoughts about travelling to the Dordogne, you will have a great reception from our fellow Discovery enthusiasts, and you will see some of the most stunning scenery you will find anywhere in the world.

Bill & Maggie.



Keith Daffern

G-WAC Notes on websites

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[Home of the Project Jay Preservation Group](#)

email4graham@tiscali.co.uk
www.g-wacdiscoverys.net

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Brian Radford, of Northmead 4x4, is keeping up-to-date with a copy of the Notes on his website. All the back issues from the start in May 2007 are there.

He also has another website to advertise Classic Rallies and shows.

NORTHMEAD 4x4

www.northmead4x4.co.uk/gwac_discoverys.htm
www.classicrallies.co.uk/index.htm

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

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