



PJPG's G226EAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Chris's G601WAC

July 2013

When the end of July comes around I think where has the year gone? The dark evenings will soon be with us heading for winter.

The good weather has been a joy, and 526 has spent a lot of time outside in the sun getting really hot, so any sign of damp in the crevices should now have fully dried out.

There has been a good bit of press coverage for the G-WACs recently. 526 is on the front cover of the July issue of Land Rover Monthly, and James's 534 is on the front cover of the September issue of Land Rover World.

526 has been to a few shows this month, I will write up a report next month. The next LR show for me will be Peterborough. Unfortunately I will miss the Eastnor Castle show but I believe Chris will be there with G601WAC.



G524WAC for sale.

Due to other commitments I am going to have to part with Frank. A 200Tdi in Marseilles blue.

I've called it Frank because it was Frank Tate's car in the 1990 series of Emmerdale Farm on YTV. So quite a bit of history with this one.

I am keeping G469WAC and have bought a 1 tonne 109 that needs a lot of work.

lee Barnett007@hotmail.com or mobile 07813 790171.

The car is in Worcestershire.

Lee.

The PJPG have bought G226EAC

G226EAC is now firmly in our hands. It is insured, MoT'd and taxed.

Graham collected it on Saturday, 13th July, from where the Discovery Owners Club had it stored at Wakefield, Yorkshire, and took it to his home at Tamworth.

We hope to have it displayed on the DOC stand at the Eastnor Castle Land Rover Show over the weekend of 24-25th August, and then at the Peterborough Land Rover Show over the weekend of 7-8th September.

It is also our intention to take it to the Birthday Party at Plymouth on 12-13th October. Some space has been allocated to us at the Restoration Show at Stoneleigh on 27th October, where we will show either G513DHP or G226EAC, or both, depending on the space allocated.

In the longer term, we will be looking for someone to house these cars, keep them maintained and take to shows, both LR shows and Classic Car shows.

You will see therefore, that we now need a firm commitment from our group sponsors to take part in the promotion of these cars, to use them on the road at every opportunity. If not this year, then certainly for next year.

If anyone would like to take part in the running of the cars, it will necessitate being named on the insurance policy, which has been taken out with [Peter James Insurance](#). A copy of the terms and conditions can be forwarded to you for your perusal. Details can then be submitted to Peter James for their consideration.

We also need to build up a fund to maintain and run the cars, tax and insure them. In order to show a commitment to the Group, we are therefore looking for more sponsors to take part in our activities, and commit to a contribution each month. Graham can give you the details.

Roy.

G494 WAC in good hands.

I did collect my G-WAC, on a trailer with a Transit van full of spares right up to the roof !

Nick Bates, the last owner, had been collecting any spares he came across over the years ready for the rebuild. I must thank him, as there are only a few parts I need to complete the rebuild. One item is a near side rear panel.

His brother was the first private owner after Land Rover sold it via auction to Rapid Rovers; it had been used as a training hack at Eastnor Castle for the Camel Trophy event. Rapid Rovers had repainted it from Sandglow colour, back to original blue, and removed the Husky winch and Terratrip tripmeter. The holes are still in the dash for the tripmeter.

The engine was replaced by Land Rover after 3000 miles! The car was sunk several times on the training ground at Eastnor Castle, and pictures show how much mud was left in after they sold it.

Nick bought it off his brother (who was a pilot for Concorde !) and used it for years as a commuting vehicle until it was stolen from a garage in Warwickshire, and used to steal a caravan. They tried to be remove the wheels, but they would not come off, so they raced it around a field without the nuts on until they came off, resulting in all four wheel arches being damaged. After this, Nick put it in his garage and decided to start a rebuild, but sadly he never got round to it.



I plan to carry on his good work and will start with removing the shell and do a rebuild from the chassis up. I intend to put it back how it left Land Rover, in Sandglow, with winch and a Terratrip. You can still see in places the three layers of paint.

Nick gave me pictures of it when it was being re-built at Rapid Rovers, and will be sending more history that he has, when he returns up to Warwickshire.

I am based in Highampton, near Okehampton, Devon. Always been a Land Rover fan, passed on by my Dad as we lived only a few miles from Lode Lane. I now run a small family owned Land Rover service and repair garage at the farm I live on. I also have an electrical and plumbing business.

We specialize in full chassis up rebuilds on all Land Rovers, and currently have several being rebuilt for the States. For

myself I own a '71 series 2a SWB, '73 Range Rover Classic, '86 Ninety, '89 v8 Defender, '04 Td5 Disco and two more Defenders ready for rebuild - so have my work cut out. I intend to get 494 ready for the 25th Birthday Party next year, so fingers crossed.

Mark.

