



Steve's G618WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Colin's G511WAC

## July 2014

The organisers of the arena at the two big Land Rover Shows, the Spring Adventure at Ripley Castle, North Yorkshire, and the Billing Land Rover Fest at Great Billing, Northamptonshire, gave the Discovery Owners Club a very good session to celebrate the 25 Years of Discovery.

The Land Rover press are also giving our cause more exposure, and we now have a good following of G registered Discovery owners.

There may still be a few G-WACs out there, but I think that we have found all the launch cars that are still live.

One day we will have all twenty in one big photo shoot.

## G registered Discoverys.

Looking back on the Discovery Owners Club forum, I came across two more early Discoverys.

G628BKV, and G907VYT, both owned by Alan Young, who is currently restoring G410WAC.

628 is an April 1990 Tdi in Pennine Grey.

907 is a May 1990 V8 auto in White.

I will try to find out more about them for the August Notes.

## G--YBE

I am about to restore an early Discovery and am wondering if it was a factory vehicle? It is a 3-door in red with aftermarket sunroofs fitted, 7 seats and electric pack.

Its chassis number is 445418 and it was registered on 1/10/1989. It doesn't state "Discovery" on the V5, so would appear to have been registered before the launch in November without letting on what the name was going to be.

The registration YBE, means that it was registered in the Lincoln DVLA office. I'll be applying to Gaydon for the build notes and the DVLA for the original owners V5's etc.

The car at the moment is in a right state! It was last used off road. The shell is beyond repair; the gearbox has a hole in the casing, caused when the front prop broke.

The front axle is rather unhealthy (broken diff?); the engine had lost its head and left for water to enter the bores. However the chassis is okay and I have another shell, gearbox and engine to go in.

I'll let you know how it comes along.

Ashley.

## Land Rover 110. G347WAC

It appears to be a 1990 model year (was first registered in the UK on 07.12.89).

I have notes from when it was exported from the UK in December 1992, (by Peter Hobson; Land Rover restoration) until it landed at US customs port in January 1993, and records of the two prior owners in the USA before me.

I have no records between the date of the factory registration in December 1989, and last known V5 in 1992. So I will reach out to Land Rover and pay/request for a trace report.

I was told that my 110 was a scout or support vehicle for the 1990 Camel Trophy event. But we will see. More details when I have them.

Ron

## Dedicated supplier of corrosion/rust free panels and blue trim.

Chris Hodgson has been supplying rust free panels and body shells for Range Rover Classics for some time now, and has recently imported a rust free 1990 3-door Discovery shell.

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## The work goes on with 465

So it's out with the boot floor, and after three falls and a submission trying to release the 2nd row seat belt mounts from the chassis, out comes the plasma cutter (how did we ever manage without these!!!!) and the boot floor duly followed.

Next the tank came out, well actually it practically fell out when trying to undo the 1st tank strap mount (definitely need another one of those then!!). The remarkable thing here is the chassis, to say it's 25 years old and has spent time on the coast launching boats into the sea, it's in fantastic condition as you can see in the pictures



One small plate behind the o/s/r bumper mount, and redoing a previous poor repair on the n/s chassis leg, and that was it, clean it up, coat of red oxide and a couple of coats of chassis black and Bob's your uncle and Fanny's your aunt, rear of chassis done.

It wasn't my plan to replace the rear body cross member, but just repair any bits needed as it wasn't visually at all bad. But having thought about it, the decision was taken to change it on the basis that as I was this far in, it would be far far easier to change now rather than at a later stage when everything's back together. So braced the life out of it again and out came the crossmember, good call as it was found to be seriously corroded on the inside.

The next thing was to address the rear inner wheel arches and inner quarters. My intention all along has been to return 'Wacky' to how it came off the production line. So the only option was to make the parts of the panels required and let them in. These parts are no longer available, plus in my mind too many new panels detracts from the originality of the car.



So as can be seen in the pictures 465 has a new boot floor, repaired rear inner arches and quarters, and a new rear body cross member, oh and a shiny rear chassis (this should be satin by the way, and here's a tip, never believe what the numpty in the shop tells you!!!!)



Well, the next step is to set about replacing both the o/s & n/s inner and outer sills.

Jack.

## A nice camping trip

Recently I had a nice camping trip with my Discovery 200 Tdi and my ERIBA-TOURING Caravan on the hook.

First I have participated on the summer- meeting of the Camping Oldie Club in a camping-site near Ansbach in Frankonia. (See photo 1). Over 30 years old caravans in good condition maintained by the proud owners could be admired.



The highlight was a VW beetle with an alcove equipped as a dormobile. (See photo 2). The alcove had a weight of 95 kg and a broad bed for two persons.



In the morning the participants arranged their camping-tables in a long line in the camping-site for a common breakfast. The event ended after three nice days.

For myself I hanged on a vacation in the 4-star International Camping site Naabtal Pielenhofen, near Ratisbon, a city on the Danube in central Bavaria, Germany. (See photo 3).

Situated on the river Naab people can pass nice and restful holidays here. Swimming in the river Naab along the camping site is a real pleasure and refreshing. You can find many people from The Netherlands and other countries here. Very good catering for the camping guest is warranted and modern sanitary matters as well.

Dr. Diether Hofmann. Germany.



## G-WAC Notes on websites

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

More articles on Graham's website, [www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net)  
[grahambethell@virginmedia.com](mailto:grahambethell@virginmedia.com)

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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.

[www.northmead4x4.co.uk/gwac\\_discoverys.htm](http://www.northmead4x4.co.uk/gwac_discoverys.htm)  
[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

*Northmead Online*  
[www.northmead.co.uk](http://www.northmead.co.uk)



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](mailto: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

### Current known owners of launch cars. @ July 2014

G457WAC	Julian Lamb
G459WAC.	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Mark Dixon
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, and G525WAC

### Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G87 WAC (LR90)	Chris Simms	G405WAC	Harry Harrison
G97 WAC (LR90)	Ted Billington	G406WAC	Keith Britton
G226EAC	Project Jay Preservation Group	G410WAC	Alan Young
G513DHP	Project Jay Preservation Group	G563WAC	David Spirrett
G279WAC	Neal	G601WAC	Chris Lowe
G302WAC	Sandy Andrews	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	David Cox		

### Other early cars

A428JAC	Roy Preston	G757SGX	Paul Bishop
G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Craig Pusey	G892VPM	Mike E Hall
G101GEL	Keith Britton	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G987LKU	Andy Greer
G234CBG	Dan Hunter	H776POJ	Duncan Campbell
G374UYR	Jack Straw	H871EWK	Mark Hardwick
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G466KUH	Tom Partridge	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G656RYB	Graham Welch	LA DC 502	Dr. Diether Hofmann (Germany)
G711YRY	Peter Hares	G—YBE	Ashley Culling

### **PETER JAMES INSURANCE.**

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