



Archie's G462AVT

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Alan's G628BKV

## July 2017

It is good to see that Ian has started his rebuild of 463, a truly thorough 'nut and bolt' restoration.

With Mark restoring 488 for Robert in the USA, there are now two more launch G-WACs undergoing the full body off treatment.

We should see the finished product at the 30th Birthday party on Plymouth Hoe in 2019.

## Fixed side window rubber seals.

Work on the tooling for the seals is well under way. Part numbers: - MXC7877 and MXC7878.

I have paid a deposit for three pairs already ordered.

Mark should be happy about that because the window on 494 are in danger of falling out !!

Roy.

## Stripe Treatments Graphics, now available.

Richard has had the artwork done for the stripe treatment for Land Rover part numbers: -RTC9554 (blue keyline) and RTC9555 (green keyline) They can be obtained from [www.signspeed.com](http://www.signspeed.com).

Priced at £225.00, Postage £15.00 plus VAT = £288.00. for the full set, both sides.

Please speak to Freya at 01646 651799 or [freya@signspeed.com](mailto:freya@signspeed.com)

Fitting is available at their Cresselly workshop and is charged at the standard rate of £60.00 +VAT per hour spent applying the graphics.

Signspeed Ltd. Brince, Cresselly, Kilgetty Pembrokeshire SA68 0TY

Roy.



## Restoration of G463WAC

It has taken me a long time to get around to starting the restoration of G463WAC, an original press fleet launch vehicle that subsequently became a Camel Trophy Training hack at Eastnor Castle.

When she left Land Rover she was painted in Sandglow, battered and bruised. Her first owner after leaving Land Rover, continued the punishment to the point where the shell was battered beyond repair.

By the time I bought her in September 2004 she wore a grey coat of paint, was converted to right hand drive and had five doors. I was smitten by the number plate and the possibility of traveling to shows in a bit more comfort than my Series 3 station wagon would afford.

At £3000 in 2004, I paid over the odds for her, but at the time there was not much interest in the early Discoverys, let alone the G-WACs

In January 2005 a number of things had gone wrong with her, and she scraped through the MOT but by July 2005 I had to put her on a SORN, with a view to getting her sorted.

LHD drive parts and some of the panels and other parts.

All these parts were procured and a really solid original 3-door shell, which was placed on a donor chassis for me to roll around.

After this, the chassis was sent for blasting, which is where the first problems started. The bare chassis had blown through in a number of areas. I had a guy round to repair these areas, and to say he made a mess of it would be an understatement. At this point the chassis was laid up against the shed wall and the donor shell placed in one of my sheds in the field for protection.

My G-WAC interest was re-lit when in Jan 2006 I managed to acquire G480WAC, which was at that time sat on an Irish plate. A little bit of work got 480 into reasonable enough condition, and was the sole representative G-WAC at Gaydon 2006, where I met the late Alan Smart and one Roy Preston, where we talked early Discoverys and how to preserve them.

During the Autumn of 2006, there were a number of G-WACs advertised on Ebay, including 465 and



In August of that year I started to strip her down completely, isn't it funny how easily they come apart, the mistake I made at that point was just putting everything in a pile in my sheds and not marking it up. By the time the shell was stripped bare, it was quite apparent that this shell was a complete death-trap being completely split from front to back down both sides. At that point I decided to rebuild her to the spec in which she left Land Rover, the Camel Trophy Training car and left-hand drive.

I had the good fortune to be able to get in touch with the former first owner after Land Rover, who by pure luck had been the chap who converted 463 to LHD in the first place and had saved most of the

469, purchased by Roy Preston and Graham Bethell respectively, the beginnings were there.

In December of 2006 I posted a request on the Discovery Owners Club forum for a Historic Section to be included. After the interest shown in the 469 restoration post, and after a bit of banter on the forum, the committee put up the Historic Section on 30th January 2007.

We had now started to bring focus to the early Discoverys. At the Gaydon show in 2007 there were four G-WACs, on display, 480, 465, 469 and 488, although Graham's 469 had to be towed there by the AA, he still won the Tom Barton Trophy for the team.

Ian Rawlings.

(To be continued next month)



## Show dates 2017

### 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.

### G---WAC Owner emblems on shirts.

I can produce embroidered emblems on shirts, jumpers or hoodies.

The prices are as follows: - Shirts £13.00. Lots of colours. Polo shirts £10.00. Jumper £13.00. Hoody £17.00



Also in children's sizes, and most other items if anyone would like something different. All prices include embroidery.

Jane Gray. [janegray147@yahoo.co.uk](mailto:janegray147@yahoo.co.uk)  
(G308WAC)

### H353DJA

I recently bought an early 5-door, a blue Tdi. First registered on 12th October 1990, which was owned by an 85-year-old gentleman who passed away.

Having been serviced at a local garage, his son asked the garage owner if they could sell her, but did not want it broken down for spares.

She needs quite a bit of work doing, I will attempt to do what I can to put her back on the road.

Please add me to your mailing list.

Peter

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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](mailto: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.

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\*subject to availability from Land Rover

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[www.g-wacdcoverys.net](http://www.g-wacdcoverys.net)

**Current known owners of launch cars. @ July 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 Crookton
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 Llewellyn
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H353DJA	Peter Boardman
G425OWB	Chris	H367OBE	Dave Mummer
G436GUY	Andy Jones	H743VAB	Ted Andrews
G441WPX	Mark Harrow	H776POJ	Duncan Campbel
G442AJM	Scott Seacombe	H994BUU	Richard Mahoney
G456AVT	A Burchel	J463HVK Ambulance	William Wallace
G462AVT	Archie Cursham	AZ-829-TJ	Raymond Bechetoille (France)
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G560EDY	Julian Lamb	Formerly G531DHP	
G577TGY	Craig Pusey	LA DC 502	Dr. Hofmann (Germany)

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