

G-WAC Notes

From the
Project Jay Preservation Group

**A News Sheet for those who are interested in
the factory registered G-WACs.**



David's G486WAC



David's G480WAC

May 2020

I hope that you are all keeping safe and well during this awful pandemic. Daphne and I have only been outside our front gate to the post box one since 15th March, and still do not yet feel confident enough to mix with the public. The garden is looking tidy.

Another G-WAC Discovery has been found, and another RR has come to light also. More to come about those two when the time is right to travel to collect them.

Mark has now collected the bobtail 602 and will be giving her an inspection to see if the body will repair or will need a replacement.

G309WAC found

I had a call from Jamie to say that he had found 309 in a farmyard and was negotiating a price so that he can collect her when the time is right.

She is a blue V8.

He says, "Clearly I am keen to salvage these early vehicles (early Range Rovers now well out of my reach!!) and preserve a piece of Land Rover history"

I hope to have more from Jamie when he has got her home.



G22 WAC Another to add to the Lavercome household

Tim and son Haddow have added another G-WAC to their fleet, this time a Range Rover Classic.

They hope to be able to collect her and take her back to Devon now that the lockdown has eased.

I hope to get a report from them next month.



Chris Hodson. 2.12.46 – 14.5.20



It is with much sadness that we record the passing of Chris. He was well known for his jumble stalls at Land Rover shows and if he had not got the part you were looking for, he would always manage to obtain one for you.

With his connections in Europe, he would source rust free bodies to order. Shows will not be the same without his friendly face.

We offer our condolences to his family at this difficult time.

2 & 4 Door Classic
Range Rovers, all parts,
body shells and doors.

Located in the Midlands,
5 minutes from
junction 15
on the M6

Tel: 07842 818294

Current known owners of G-WAC registered Land Rovers. May 2020

For the launch or the Discovery there were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC. Only 22 are known to survive

G457WAC	Tdi	GA382997	Corallin red	Richard Varrall
G459WAC	V8	GA383001	Davos white	(The Dunsfold Collection)
G461WAC	Tdi	GA381742	Caracal black	Sold to the USA
G463WAC	Tdi	GA381744	Davos white	Ian Rawlings. (Camel training Hack)
G465WAC	Tdi	GA381747	Marseilles blue	Jack Straw
G469WAC	V8	GA381755	Windjammer blue	Jon Chester
G470WAC	V8	GA381740	Windjammer blue	Rob Stewart
G477WAC	Tdi	GA385690	Zanzibar silver	Mark Harrow
G478WAC	V8	GA385691	Foxfire red	Roy Preston
G480WAC	V8	GA385693	Davos white	David Ashburner
G482WAC	V8	GA385695	Davos white	David Ashburner
G486WAC	V8	GA385699	Caracal black	David Ashburner
G488WAC	V8	GA385703	Davos white	Robert Blanchard (USA)
G490WAC	V8	GA381737	Mistrale blue	Haddow Hales-Lavercombe
G494WAC	V8	GA387686	Mistrale blue	Mark Harrow. (Camel training Hack)
G496WAC	Tdi	GA387688	Mistrale blue	Rob Ivins
G510WAC	V8	GA387692	Arken grey	John Davies
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC	Tdi	GA389241	Marseilles blue	David Ashburner
G526WAC	Tdi	GA389243	Marseilles blue	Roy Preston
G531WAC	Tdi	GA393354	Davos white	Ashley Culling
G534WAC	V8	GA393359	Zanzibar silver	James Brackenbury

Other Discoverys with the G-WAC registration numbers

G302WAC	V8	Blue	Sold to the USA
G308WAC	V8	Blue	Robin Gray
G309WAC	V8	Blue	Jamie Firrell
G310WAC	V8	Blue	Mark Simpson
G311WAC	V8	Blue	Ivor Ramsden
G312WAC	V8	Blue	Jochen Baldamus
G314WAC	V8	Red	Owner unknown
G316WAC	V8	Silver	David Maingot
G323WAC	V8	Blue	Colin Crookston
G395WAC	Tdi	Green	Sean Coleman
G405WAC	Tdi	Blue	Harry Harrison
G406WAC	Tdi	White	Keith Britton
G409WAC	V8	Blue	Bill Polintine
G410WAC	V8	Blue	Alan Young
G563WAC	Tdi	Red	David Spirrett
G601WAC	Tdi	Silver	Julian Lamb
G602WAC	Tdi	Silver	George Jeffcoate
G603WAC	Tdi	Beige	Ian Redfern
G610WAC	Tdi	Blue	Stephen Preston
G611WAC	Tdi	Green	Jon-Luke Masters
G618WAC	Tdi	Black	Steve Ducker
G635WAC	Tdi	White	Tim Lavercombe

G-WAC Land Rovers

G72 WAC (110)	Tdi	Green	James Davidson
G84 WAC (90)	Tdi	White	Mike Smallbone
G87 WAC (90)	Tdi	Green	Chris Sims
G93 WAC (90)	V8	Grey	Steve Hattersley
G97 WAC (90)	Tdi	Green	Ted Billington
G247WAC (110)	Tdi	Green	Owner unknown
G347WAC (110)	Tdi	Brown	Ron Boston
G553WAC (90)	Tdi	Red	Gary Smallbone
G607WAC (90)	Tdi	Black	Richard Satchwell
G617WAC (90)	Tdi	Grey	Gary Bryans

G-WAC Range Rovers

G22 WAC	V8	Silver	Tim Lavercombe
G175WAC	Tdi	Green	Julian Lamb
G179WAC	V8	Silver	Roger Fell
G180WAC	V8	Red	Guy Butler-Henderson
G361WAC	V8	Blue	Julian Lamb
G584WAC	V8	Blue	Sharon Paige
G592WAC	V8	Black	Alex G Cameron

The art of detailing by Tim 'leclay' Lavercombe

So, let me start by saying I am by no means any sort of expert when it comes to detailing (we don't say car cleaning any more that's so 1989) but I do really enjoy it and the result it brings, moreover it's my go to place where I can forget about work etc, I'm sure we all have one of those.

1. Wash the car

I've found that using a good quality shampoo brings good results, I like to use Meguires ultimate wash and wax, I've tried cheap stuff and it just doesn't pay.

2. Clay bar – obviously

I like to clay bar after a wash; however, I certainly don't do it after every wash. It really helps to take off small blemishes, tree sap and tar etc and makes the paint look good and feel like smooth glass. You can do it whilst the car is still wet if you like just use a clay bar lube. You can buy kits cheap enough and on the plus side you require no skill whatsoever so give it a go.

3. Machine polish

This has been a revelation for me, I had never used a machine polisher until about three years ago and I will never go back. My friend has a black Aston Martin and I saw the results he was getting so I tried it. Even the cheapy double handled one I started with was better than hand polishing, especially on larger areas like the bonnet.

When I bought G635WAC it took over 50 hours to bring the paintwork back, once it was there



I thought I needed to keep it as good as I could and not let it deteriorate any further, so I splashed out on a Rupes Bigfoot 2 polisher, which is fantastic.

I really like Rupes as the polishing pads, polish and microfibre cloths are all colour coded so you can't go wrong, it's not the cheapest but is very good. As my paintwork is very good and now doesn't need any work, I use Uno Protect which is an all in one polish and protectant.

Once you have machined polished, a lot of people will put on sealant etc, I like detailing but not that much and I find these steps are sufficient for a great looking car. For the hard to reach bits I still do by hand normally with Autoglym super resin.

4. Quick detailer spray

I use this at shows and after I have washed the car, if I don't have time to machine polish it, it's great for just cleaning and protecting the paintwork and giving it that 'bling' for shows.

I find that once you have a good polish base on the car this is all you need to make it look great but use good microfibre cloths.

5. Bumpers, rubbers and plastic bits

I use Autoglym bumper and trim gel. It is excellent and regreying faded outside trim lasts for weeks.

It is however very sticky so don't put it on before you leave home to drive to a show in the summer as all the flies will stick to it

Looking forward to seeing you all at shows next year.

Tim

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