



Tim's G22 WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Julian's G175WAC

June 2020

With the lockdown eased a little, I hope to go and see if my two shinies in storage are still OK. Being in the 'vulnerable' age bracket I am not really happy to be out in the public just yet.

G309WAC is a good find by Jamie. First registered in November 1989, I look forward to learning about his full inspection and the preservation/restoration work planned for her.

The Gaydon Land Rover Show is still on course to go ahead, 1st – 2nd August. The museum is still closed but indications are that tickets will be on sale from 1st July.

After Gaydon our next show is the NEC on 13th - 15th November where we will have one or more G-WACs on show.

More from Jamie and 309

I have successfully purchased G309WAC, which is now back at our workshop. She is largely complete, bar steel wheels, even found the original shoulder bag inside!

Requires extensive welding although oddly, the inner wings are good as are the rear arches. She has been partially stripped to repair foot wells and a leaking heater matrix, but I think all there.

The dash, as you suggested, has no side vents, also has all the early features that you highlighted.

At least now saved from being robbed for spares.

Jamie



Vehicle Wiring Products catalogue

A very useful and comprehensive catalogue came with one of my classic car magazines. It includes cables and bulbs, rubber grommets and there is a good selection of hand tools, inspection lamps etc.
www.vehicleproducts.co.uk



Wanted by Simon

WANTED. 3-door or 5-door V8 early Discovery.
No basket cases, would prefer an up and running one if possible. Happy to do some work and improvements but not looking for a restoration project.
Must be original and unmodified.
Call Simon Lake on 07768 056254

The Discovery Owners Club

The Discovery Owners Club, usually referred to as the DOC, is the only UK membership-based club that covers all models of Discovery, from the D1 through to the New Discovery (D5) and Sport.

It was conceived at the Town and Country Festival held at the National Agricultural Exhibition Centre at Stoneleigh in August 1999, when enthusiasts celebrated the first 10 years of the production of the Discovery by exhibiting a selection of models. On show were prototypes from The Dunsfold Collection, exhibits from the British Motor Museum, the new Series II Discovery (D2) from Land Rover and some members' cars.

In April 2000, four owners met in Lancashire to form the club. Some of the owners were members of the Range Rover Register. It is believed that it had been suggested that the DOC could be a sub section of the RRR, but the RRR committee rejected the suggestion. So the DOC was formed. The founder members were John Capewell from the Vale of Glamorgan, Andy Smith from Bradford, Mike Duncalf from Carnforth, and Steve Goodfellow from Bristol. Within eight weeks over 100 members were enrolled. John Capewell is their President.

With members living in many parts of the UK, a newsletter titled Discourse, was produced in June 2000 by Steve Goodfellow. The first copies were double sided A4 and stapled together. It was issue 7 Winter 2001/2 before it became a commercially printed magazine. To increase membership interaction, a website was set up by Andy Smith.

At the peak of their membership they had over 1500 members, but the World Wide Web has brought with it 'free to use' forums and there are no less than five such Discovery forums in existence now. With owners resisting the DOC £26 annual membership fee, membership has reduced now to under 1000.

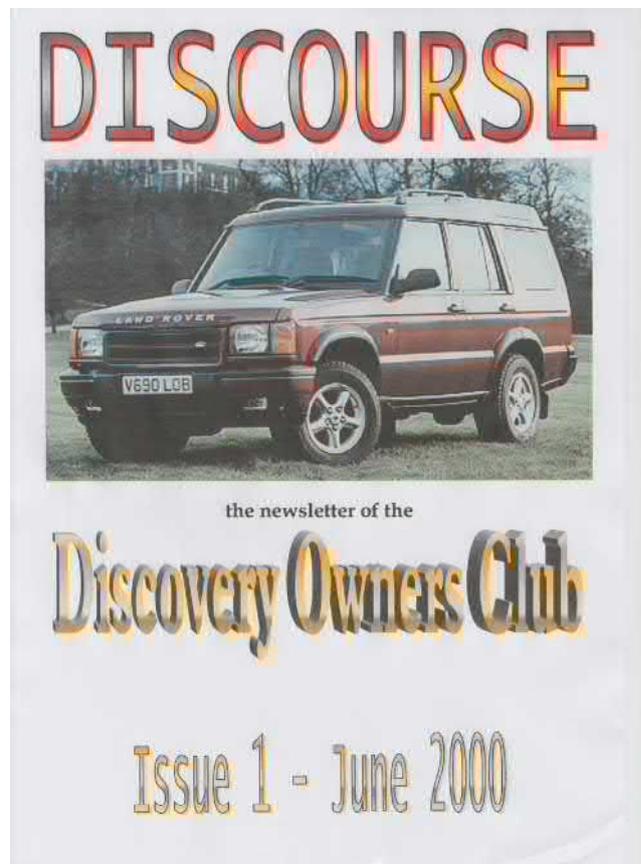
Members are attached to a Local Section by virtue of their post code location, and have a nominated Local Section Representative (LSR) who organise their regular club night meetings, barbeques, Christmas parties, off-road days and exhibit their cars on the DOC stand at the annual Land Rover magazine shows.

In 2011 the DOC celebrated 21 years since the launch of the Discovery, by assembling on Plymouth Hoe where the press and dealers were introduced to the new model from Land Rover in October 1989. The event has been organised by the Devon and Cornwall Section each year since then and includes a dinner and auction to raise money for a local charity.

2021 sees the start of 21 years of the club and I look forward to attending any celebrations that they organise during that year.

Discovery enthusiasts and owners can join the club online at www.discoveryownersclub.org

Roy



G22 WAC

So, I often wonder about the funny twists of fate in life, and smile. One case in point is my recent purchase of a 1989 Range Rover G22 WAC. A three and a half litre V8 injection, which is believed to be a Land Rover managers' car. It covered a lot of miles in its early years and had done 125,000 by February of 1995. Mileage now stands at 248,000.

I have always liked Range Rovers and to be honest I've always wanted a P38, but apart from the Range Rover club and people who own them, I've been warned on many an occasion to stay clear.

So that brings us to how the acquisition of G22 WAC occurred.

My 13-year-old son, Haddow, has a very keen interest in early Discos of course, as well as ride on tractors, he doesn't get it from me but there you are, you like what you like. He owns various models from Case, Cub Cadet, Westwood, Mountfield.

Most of the tractors Haddow is interested in are American imports so consequently very difficult to find in the UK. Talking to Jon-Luke Masters at the Bicester show last year, (I think it was, and what a wonderful show that was) he mentioned a chap call Richard, who imports tractors from the states. So, I made a call to Richard but everything he had was too expensive.

Move on several months to Tractor World Show, in Malvern Feb 2020. Haddow was showing a Mountfield and by chance we met Richard, we chatted about various machines including a Ford from the eighties, a bit new for Haddow but he had always wanted a Ford.

A few weeks prior we had picked up a Kubota from club member and good friend Dion Johns. Diesel ownership wasn't quite what Haddow had hoped it would be, so that was for sale.

After much studying of Ford photos, an LT-11, I spoke with Richard and let it slip we had a Kubota for sale, before you could say 'my Disco unroof is leaking', a deal was done.

Around a week later I'm explaining to Richard where I live, for delivery purposes, and mention an old Discovery under a cover on my driveway, it's a G-WAC.



He immediately responds with 'I've got one of them'. Of course you have, I thought to myself, however he goes on to explain his father has a G-WAC Range Rover 3.5 injection. I could not believe it, and what are the chances I thought. I also thought I really don't need another car, but it's a G-WAC, I was hooked.



A few pictures were sent, and I spent a weekend thinking about it, he hadn't mentioned a price so I convinced myself it would be overpriced and that would extinguish my now desperate need to own it.

Anyway, Richard came back and being a fair man and knowing it was going to an enthusiast, he asked a very realistic price and I naturally accepted.

After a month down the line and it is delivery day at Blackheale Farm, the home of Project Jay's 'Mr fix it' Mark Harrow.

So excited was I that morning that I managed a floss dance in front of Haddow before we left home which, when you are 53, does push beyond the realms of propriety. Richard arrived early and after we got the hand brake off, I towed it off the trailer. Not bad at all I thought.

Having bought it effectively blind, I personally gave myself two options before seeing it in the flesh; One - If it's a rust bucket, which I'm told they are and worse than Discos, I didn't think that was possible, lay it up and do a full resto when I retire in a few years. Or two - If we could clean it up (I like a bit of cleaning) and throw a few hundred quid at it and use it as my winter car.

Well, within a few hours Mark had sprinkled some magic dust over it and replaced the fuel pump, he just happened to have one, brilliant, and she was a runner, not great but a runner and driver. We spent the rest of a wonderful day fixing and cleaning, and I have realised that after using Mark's vac, I need an industrial Hoover to feed my obsession.

Clearly there is some servicing and some parts replacement to come, but I'm hoping to have George ready for MOT in a couple of months or so, and for anyone who knows me, there will be a lot more cleaning and of course a bit of cheeky clay barring.

