



Harry's G405WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Keith's G406WAC

## July 2020

With the LRO Peterborough show cancelled for September and the possibility of the Discovery Birthday Party on the Hoe not going ahead in October, we hope that the Lancaster Insurance Classic Motor Show at the NEC will go ahead in November.

Stand space at this prestigious show is eagerly sought after, and the PJPG are pleased to be given the opportunity to show our Discoverys along with the Land Rover Series One Club, the Series 2 Club, the Ex-Military Land Rover Association and the Range Rover Register. The 30-year-old Discovery is now regarded as a classic.

At the show last November we had space for five Jays, which gave us enough room for the visitors to have a look round these early Discoverys..



**LAND ROVER DISCOVERY MK 1**

YEAR FIRST INTRODUCED	1989
BHP	181
TIME 0-60 MPH (seconds)	10.5
VALUE (£)	£30,000
INSURANCE PREMIUM (1.30)	

**TOP TRUMPS FILE**

From the same year that over Mazda launch the world's best-selling four-wheel-drive car, John Dawson's superbly restored Discovery is from the golden age of the recovery vehicle. This car was originally used on the UK press launch, and like all Land Rovers, it is built off-road. The Camran Design interior is stylish, too.

LANCASTER INSURANCE TOP TRUMPS

### 3-door rear quarter window seals

Paul Atkinson of Bespoke Engineering is having another batch of 3-door rear quarter window seals made. part numbers MXC7877 & 8 (weather strip rear quarter)

Give him a call on 0121 559 5255  
paul@atkinsonbespokeengineering.co.uk  
<https://www.bespokeengineering.com>



### Fank Elson's blog

Have a look at Franks July blog, always something there to set you thinking,



#### Old Land Rovers and Range Rovers – good for the environment

“The oft-quoted statement that 70 per cent of all Land Rovers made are still on the road is, of course, a load of b\*ll\*cks or what those of us with some knowledge of polls and statistic gathering call “a wild guess”.

However, what is definitely not guesswork is a walk around any gathering of Land Rovers at a show

Old Land Rovers **last a long time**. Even my “modern plushmobile” L322 Range Rover is 14 years old – it was built before any of my great-grandchildren were born”

<https://frankelson.home.blog/columns/>

## G-WAC for sale

I know where there is a G-WAC for sale, not a launch car but has some history. It was stripped down for refurb in 2012 and needs putting back together.

Here is what the owner says: -

*A 200 Tdi in white, registered 26/10/1989.*

*Time has come to let my G-WAC go (not for the faint hearted).*

*It has been completely stripped out for refurb. New front-end panel fitted but still some work to be done. Rear floor needs replacement as do the sills, panels supplied. The body is sitting on the chassis and axles with wheels.*

*A refurb gearbox and transfer box go with it (not the original box). The engine, which is the original, has had a new head gasket fitted (not that the original had blown) and a new cam belt. I can't remember if the water pump was done. The engine needs cleaning as it is rather oily. It has done about 150,000 miles and there is loads of service history from previous owner.*

*It was featured in Auto Express magazine on a mercy mission to Romania, with some really good pictures showing it in front of the Presidential palace. I have the magazine. It was also featured on the front cover of the Caravan Finder book which I also have. I don't know if it was borrowed from Land Rover or from a dealer. It has had three owners before me.*

*It comes with a load of spares which I have taken from another 200Tdi which is included in the deal, an H reg. red, registered 1/8/1990) 3-door. This has no engine or gearbox, but it does have axles, glass, and odd bits and pieces.*

*Also there is a J reg gold registered 1/8/1991, 5-door which has a spare engine and gearbox plus some interior and glass. The floor is completely rotted out.*

*And last in the deal is a(G reg in Arken Grey. This was a runner until the early part of the year when I took it off the road for some repairs. It is a runner but would suggest a head gasket or injector fault. There is no rear seat but there should be a spare one from the red Disco. The interior has been removed to check the floors, which seem to be OK. I have extra bumpers for this, which were missing. There might be a few extra bits, like extra headrests and centre bags, floor mats and brochures (if I can find it all)*

*All Discovery V5s are in my name and are all on SORN. I would like to get the lot gone in one go, with no breaking for spares. It would require a couple of lorries or trailers with winches, although we might be able to help loading with the help of our old tractor.*

*All the vehicles are in the same place in Wiltshire.*

A big job, call me if you are really interested in a project.

Roy



XX

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

Issue 157 July 2020