



Matt's G91 WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Gary's G617WAC

March 2021

Please accept my apologies for no Notes in February, I had a week in hospital, and I am almost back to my usual health. Thank you all for your kind messages of encouragement, and Daphne and I will be out at the shows as soon as the Roadmap allows.

The February Jay News had already been completed, so they were sent out to the PJPG members.

It is good to see Julian's Range Rover back on the road, G175WAC, and Jon Chester's G469WAC is making progress at Blackheale 4x4. G457WAC is having a vibration problem at Famous Four, but we expect to see them all out at shows sometime this year.

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.com
<https://www.bespokeengineering.com>



Dawn of the stylish off-roader

The SUV formerly known as Project Jay, became the Discovery on its introduction in the UK during 1989

WORDS JOHN CARROLL
PHOTOS LAND ROVER

Something of a party-hin special, the first generation Discovery was based on the chassis and LT77 transmission of the Range Rover with permanent four-wheel drive and a locking centre differential. The vehicle's structural frame was also the same as the Range Rover and virtually all the switches and instruments came from other Rover Group cars such as the Maestro and Montego. Externally, the Discovery used headlights from the Freelander and taillights from the Maestro van.

Until 1994, the year that BMW acquired Land Rover, the Discovery was fitted with a choice of the direct-injection 2.5 litre, 2000cc engine or the 3.5 litre Rover V8. The very early V8 engines were fitted with twin SU carburetors but, in 1990, the specification was changed to Lucas fuel injection. The manual models had the LT77 gearbox. There was a third engine option, now a rarity, the two-litre, in-line four-cylinder petrol engine fitted to a model tagged the Mpi. This was intended to take advantage of tax laws - particularly in Italy - that were advantageous to vehicles of less than two-litre displacement. Despite this, it didn't prove to be a popular version so many felt that it was underpowered. In the North American market, the only engine on offer was the V6.

The big innovation, newsworthy at the Discovery's launch, was that Land Rover had employed the Conran Design Group to design the interior for 'lifestyle' use rather than simply as a car. As a result the interior often comprised a largely



The first incarnation of the Discovery was a three-door SUV powered by a choice of petrol Rover V8 or 2000cc diesel engines. The model was launched at the Frankfurt Motor Show.

Smart Blat plastic interior complemented with blue cloth trim, map holders above the windscreen, hand-holds for rear seat passengers incorporated into the head restraints of the front seats and the inclusion of a Land Rover-branded cloth fabric hood in the front centre console for oddments storage that could be removed from the vehicle.

The Discovery incorporated numerous ergonomic details such as passenger grab handles, remote radio controls on the instrument cluster and dual removable sunroof panels. The design proved popular and won a Britten Design Award in 1989. The brief had been to 'ignore current car interior design and position the vehicle as a lifestyle accessory'.

Sales of the Discovery range were very high and, curiously, fell in the early nineties; the Discovery was sold in

Japan as the Honda Crossroad. It was initially available only as a three-door model but a five-door variant was made, available within 12 months. Both models had seating for five and an option was a pair of seats fitted to the load-space area at the rear to offer three-seater capability.

The Discovery was deliberately priced below the Range Rover in order to compete within a growing sector of the car market in which there were numerous Japanese 4x4 SUV imports.

For 1992 the Discovery was upgraded and updated: the distinctive interior was offered in a more 'car-like' beige in addition to the distinctive 'Camden-brown' or 'atmospheric' transmission was offered on diesel models, new exterior colours were offered and the range Compass and Mountain models on the skins of early-Discovery were discontinued in line with changing fashions. The SE pack of alloy wheels, front driving lights, roof bars and metallic paint was introduced as an option.

A two-seater, three-door Discovery commercial version lacking rear side windows was devised by Land Rover Special Vehicles in 1993. Then, in 1994, Discovery's engines across the range were upgraded with the 3003cc in-line, four-cylinder and 1.9 litre Rover V6 engines. The strange X300 gearbox was fitted to the manual models as was the flexible 'gardens' coupling to the rear powersteering.

From Maestro van lights in the Disco 5, it's been quite a success story! 1982

G475WAC in the April issue of Classic Land Rover magazine

John Carroll's article about Project Jay, the car, not the club, titled Dawn of the Stylish off-roader, gives a history of the birth of the Jay.

G475 was a Land Rover press car. I have a number of factory pictures of her when she was used as a training vehicle at Eastnor Castle for the Camel Trophy event. I do not know her whereabouts, does anybody have any news of her?

Roy



G175WAC

We often talk about 'rescuing' a special vehicle even when that vehicle isn't actually in any risk of being lost or destroyed. But from time-to-time swift action is needed to rescue a vehicle from certain destruction – G175WAC is such a rescue story.

In 2012, 175 found her way into the scrap yard due to heavy body rust, and her 200Tdi engine was removed and sold quickly. She came off the line with a VM engine, but the yard owner said that the 200Tdi fitted to 175 was one of the first conversion

kits sold by Land Rover in the early 1990s. Perhaps this was a factory test unit? I will never know now because the engine bay was striped clean like a carcass in the desert and the engine number was not recorded.

She was my favourite specification of Eastnor Green paintwork with brown teddy bear upholstery and a sunroof with air conditioning.

I bought her unseen over the phone and then went to collect her.

She was a sorry sight with flat tyres and battered body panels, but I was determined to save her and to use as my everyday all-purpose vehicle.

For her first public outing she was at the NEC Classic Car Restoration Show in

2016 where her scrap-yard patina attracted a lot of attention and comment. It was after the show that her restoration commenced.

All the foundation work was carried out by Lee Haines of LMS in Longhope, Gloucestershire. Her body removed and the chassis stripped, repaired, repainted and built-up using her original axles. The body required a great deal of fabrication work but it was important to keep her original.

A new engine was required, so I bought a low mileage but otherwise rotten 1990 Discovery donor car. The donor car had a couple of weeks MOT left and I drove it back from the Scottish border to home in Solihull enabling me to really test the engine thoroughly – it was a sweet unit.

(continued on next page)



It started with an email in 2016 alerting me to a G-WAC Range Rover in a Scottish scrap yard that was about to go to the crusher. The registration number intrigued me - G175WAC. Of course, the G-WAC registration is iconic of Lode Lane's press department, but the pleasingly round number '175' also caught my attention because it is said that Land Rover often used memorable numbers for vehicles at press events.



By the start of lock-down in 2020, 175's freshly repaired body shell was reunited with her rolling chassis and returned to my home in Solihull where I refitted her panels and interior. Mark Harrow, of Blackheale 4x4 in Highampton, Devon kindly offered to complete her servicing and final MOT preparation – Mark's reputation for working on G-WACs is widely recognised and he made a fabulous job of it too.

Some of you may have spotted her patina. She is fully restored throughout but has the patina of a vehicle that has never been apart and used for over thirty years. Apart from my passion for 'wabi-sabi' patina in all things, I want to be able to use 175 for all reasons from the muddy lane to the supermarket carpark, and not worry about her picking up minor dents and scratches. I have also taken the indulgence of a light resto-mod by fitting a few features from a Range Rover Classic a few years her senior – a metal grill, scuttle badges and a flip-down rear number plate. These are a nod to her heritage and, just like her slightly battered coachwork, can be restored to 1989 factory-fresh specification at any time in the future should I wish.

Look out for G175WAC and her patina at the shows this year and do come and say hello.

Julian



G406WAC 200Tdi in white, registered 26/10/89

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

It has been completely stripped out ready for a refurbishment. New front-end panel fitted but still some work to be done. The rear floor is in need replacement as does the sills, panels supplied. The body is sitting on the chassis and axles with wheels. A refurbished gearbox and transfer box goes 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. The engine needs cleaning as it is rather oily. It has done about 150,000 miles and there are loads of service history from previous owners.



G406WAC was featured in the 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 Factfinder 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. A red 'H' registered (1/8/90) 3-door which is included in the deal. This has no

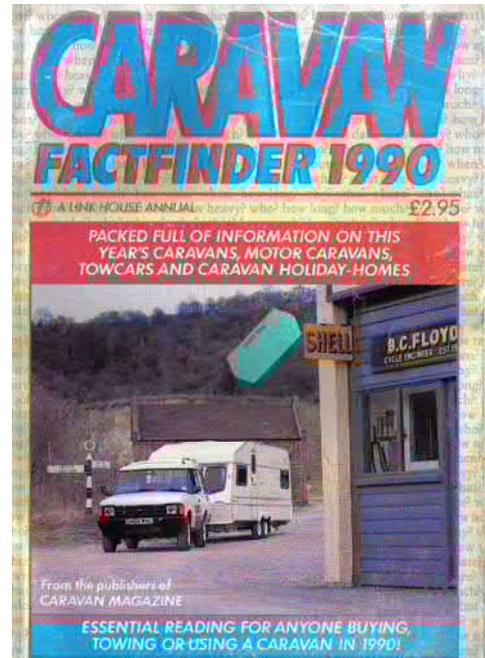


engine or gearbox, but it does have axles, glass, and odd bits and pieces.

Also, there is a gold 'J' registered (1/8/91) 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 G101GEL in Arken Grey. This was a runner until the early part of last 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 one. 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, extra headrests and centre bags, floor mats and brochures (if I can find it all), All V5's are in my name and are all on SORN.



I would like to get the project 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. The price for the whole lot is £3750.

Keith Britton. For more information contact 01980 862806.

This is a rare opportunity to own a G-WAC with a bit of history.

Rebuilding an already stripped Disco is not for the amateur, but with a donor it is easy to see where things fit.

Keith wants to move all four, but perhaps someone could go halves with the purchase, two each?

Roy

Current known owners of G-WAC registered Land Rovers. March 2021

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	Famous Four. Lincolnshire
G459WAC	V8	GA383001	Davos white	The Dunsfold Collection. Surrey
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	Rob Buckland

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
G405WAC	Tdi	Blue	Harry Harrison
G406WAC For sale	Tdi	White	Keith Britton
G409WAC	V8	Blue	Bill Polintine
G410WAC	V8	Blue	Alan Young
G563WAC	Tdi	Red	Jon-Luke Masters
G601WAC	Tdi	Silver	Julian Lamb
G602WAC	Tdi	Silver	Mark Harrow
G610WAC	Tdi	Blue	Stephen Preston
G611WAC	Tdi	Green	Dion Johns
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
G91 WAC (110)	V8	White	Matt Lister
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	Barry Masters
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

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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 or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

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