



G-WAC Notes

From the
Project Jay Preservation Group



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

December 2022

As 2022 comes to a close, I would like to thank all our friends who have supported our Discovery hobby this year.

My main supporter is my wife Daphne, we celebrated our fourth wedding anniversary this month, and I well remember our first 'date' in 2018. Daphne had not been to a Classic Car show before and we sat beside G526WAC in the rain at Ripley Castle 'enjoying' a view of all the wet cars. I thought that it may be our first and last date, but she is still with me, travelling all over the UK to many shows each year.

Our good friend Patrick Berry will keep us travelling again next year, as he plans to organise more shows to attend.

We hope that you had a very happy Christmas and wish you a healthy and prosperous 2023.

Roy and Daphne

Two more G-WACs found

It is some time since any additions to my G-WAC list was made, but this month I have two.

A Camel Trophy event Jay, G562WAC and a Land Rover 90, G391WAC.

Jon-Luke Masters owns a Camel, G563WAC, and for the past couple of years, has been researching the Camel fleet for any surviving Jays.

Jon tracked down 562 a while ago and was allowed to view her by her owner Paul Green. Paul has agreed to let me list her along side all the other G-WACs that are on page four of this issue.



The G391WAC, is a Land Rover 90. It was advertised for sale on eBay and was spotted by one of our spies.



It was reported that 391 was at the 1989 launch of the Discovery in Plymouth, and was used by factory personnel who organised the launch.

The sale listing has now ended, and we hope that the new owner will come forward at some time.

Restoration... 'body off--nut and bolt--bare metal'

Call it what you will, it is a specialist's job, and I know of only two companies that specialise in the work on Jays. There may be others in the business, but, as yet I know of only Blackheale 4x4 in Devon, and Dan Clark Services in Yorkshire.

I can replace a 200Tdi timing belt, fix a lazy central locking actuator without damaging the door card, but stripping every nut and bolt, every brake pipe clip and electrical relay with the thought of putting everything back together afterwards is beyond me.



I asked Mark of Blackheale and Dan to write a few words about their work carried out in 2022 and here are their reports.

Mark wrote. :-

"2022! What a year to remember. We have had it all here this year, injuries, illness, storm damage, delays, police intervention and parts shortages.

We started the year with two ongoing restorations, G469WAC and a 'suffix B' RRC plus two new Jays.

469 was still away for its new paintwork so attention was made to the RRC. The shell required a lengthy rebuild and was repainted by us. Unfortunately the shade of Sahara Dust was wrong. We found a supplier who scanned an old piece of interior panel and got the correct shade, and the shell was prepared and painted again.



With 469 paint delays still ongoing I found another paint shop who promised to take on the RRC outer panels straight away. We will see! The panels were delivered to him early February.

With 469 still not back and the RRC stored away we managed to get to prepare and spray Rozzer the ex-police Jay. The shell and chassis could finally be reunited.

Waiting outside was a late December 94 Jay for its "Patina Restoration", a first for me. It had the usual rust front to back as well as some previous accident damage to the front offside. A complete shell rebuild was accomplished together with a full nut and bolt chassis and engine rebuild. It looked good but I still think the bodywork on a Jay needs to look factory fresh!

Rewind back to 18th February when storm Eunice hit us hard, taking the roof and timbers completely off a storage barn/workshop. We had to put in a lot of time, effort, and money into rebuilding it and took the opportunity to make it a better and more usable space. So now we have a second smaller workshop for two vehicles and space for a spray booth.

Early May and we still had no luck with 469 or the RRC panels! The painter who had 469 was a good friend and has done all my previous work, so I knew something was wrong. I paid his workshop a visit a couple of times every week and it was always locked up with no communication from him. Long story short, he was suffering with depression, post covid problems. With help from his family and friends he managed to get back to work and promised to finish 469. He kept to his word and we collected 469 in July.

September and still no RRC panels (what is it with painters?) We had three Jay body shell replacements to do while continuing the assembly of 469.

November saw 469 MoT'd and took part in a magazine feature for Classic and Sports car. It was a great day of photographing and driving the lanes. It will be out in the new year and was great for Project Jay Preservation Group to be publicised.

We have RRC panels! So the classic can be assembled now, we are so far behind with this one. We have a SD1 to finish off with new wings after a replacement engine and wiring harnesses repairs.

Onwards to 2023, it's going to be another busy year. Our busiest yet. 2x G-WACs, 1990 Camel team Jay, 2x RRC plus hopefully our own Rozzer, 89 V8, G477WAC and a very special 1990 G-WAC commercial"

Mark

Dan has settled into his new workshop and wrote : -

As 2022 draws to a close I thought I would write a few words to update PJPG members on some of the Jays that have been through the workshop this year.

Although we don't see many Jays, they are always a welcome sight between the newer Discovery 5s, Range Rovers and Land Rovers that we service and maintain on a daily basis.



Our first Jay arrived in early February, the restoration of my own Jay, G601BKV.

I purchased 601 from Roy Preston a number of years ago and due to work commitments was unable to start the restoration. We first started with a full rebuild of the 200Tdi engine and an overhaul of the rolling chassis. followed with body restoration and respray.

Early March saw her fitted with new decals and she had her first MOT since 2008 on the 25th March. Since then, she has covered around 1,500 trouble free miles, occasionally helping out with the odd towing duties when our Discovery 4s have been on loan with customers.

The next Jay to follow was Roy's Honda Crossroad, L270MCF. The Honda had been stood for a couple of years when we pulled her into the workshop. A look over her revealed her to be in good all-round shape. A full engine service and fluid service commenced and a strip and clean of the brakes.

A small welding repair was needed to the O/S rear wheel arch and a replacement flasher relay was fitted. Following her MOT test, we gave her a full underbody waxoyl to ensure she is best protected. Since the re-commission, 270 has proved good reliable transport for Roy.

G478WAC, another of Roy's fleet soon followed for an engine tune up after some ignition troubles. A stunning vehicle that always attracts plenty of attention when in the workshop.

The final Jay project was G603WAC, owned by a customer who lives local to us. A number of jobs were carried out, replacement shock absorbers all round, full service, door lock actuators, rear diff pan and the more involved job of replacing the heater blower motor. The blower motor job is always one that sounds rather daunting, however providing you are methodical and remember where all the screws and fixings go, it's a job that can be completed within the day.

Work on a Jay will continue into next year as we have recently collected Patrick Berry's G580BKV for a body refurbishment. It seemed only right that G601BKV towed her the 15 miles back to the workshop! Inspection revealed that full new inner and outer sills and replacement inner front wings are required, a job to keep us busy in the new year!

Dan and The Team



Current known owners of G-WAC registered Land Rovers. December 2022
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	Jon-Luke Masters
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

G301WAC	Tdi	Red	Ashley Price
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 not known
G316WAC	V8	Silver	David Maingot
G323WAC	V8	Blue	Haddow Hales-Lavercombe
G395WAC	Tdi	Green	Andrew Bullas
G405WAC	Tdi	Blue	Richard Llewillin
G406WAC	Tdi	White	Kira Dawson
G409WAC	V8	Blue	Bill Polintine
G410WAC	V8	Blue	Alan Young
G562WAC	Tdi	Camel Sandglow	Paul Green
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
G612WAC	Tdi	Blue	Jack Travers
G618WAC	Tdi	Black	Steve Ducker
G635WAC	Tdi	White	Tim Lavercombe

G-WAC Land Rovers

G71 WAC (90)	Tdi	White	Graham Baker
G72 WAC (110)	Tdi	Green	James Davidson
G84 WAC (90)	Tdi	White	Mike Smallbone
G87 WAC (90)	Tdi	Green	Chris Sims
G90 WAC (90)	Tdi	Green	Tim Lavercombe
G91 WAC (127)	V8	White (Ambulance)	Matt Lister
G93 WAC (90)	V8	Grey	Steve Hattersley
G97 WAC (90)	Tdi	Green	Ted Billington
G110WAC (110)	Tdi	Green	Ben Freer
G127WAC (127)	Tdi	White (Ambulance)	Owner not Known
G247WAC (110)	Tdi	Green	Owner not known
G347WAC (110)	Tdi	Brown	Ron Boston
G391WAC (90)	Tdi	Green	Owner not known
G553WAC (90)	Tdi	Red	Owner not known
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

Two new finds this month, G391WAC and G562WAC.
Please check and let me know of any amendments.

Progress with G490WAC

I've slowly been chipping away at G490WAC fitting new body mounts, sills that were missing and a few other loose ends such as a new clutch master cylinder.

Most recently I've stripped all the original brakes and brake lines and will be fitting all new as soon as the weather is good on a day off.

I was hoping to have her on the road at the end of the summer...but with work commitments and the big push to get our new workshop finished, which is now 99% there, (so that's a huge step forward), sadly time hasn't been on my side!

The new aim is to have 490 ready for a show in the new year, hopefully more updates to follow.

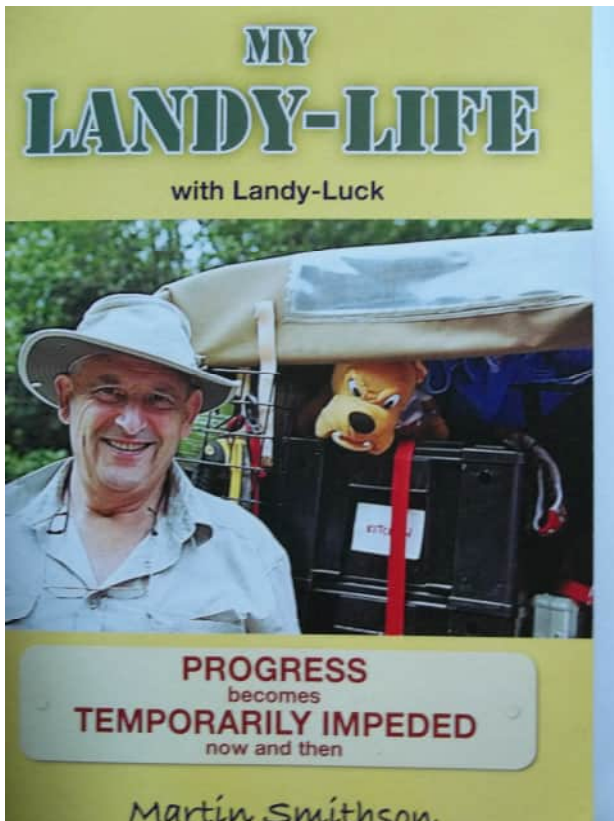
Now for some good news on G563WAC the Camel...with 490 on the ramp outside still to be worked on, it meant I could get 563 inside the new workshop (with the help of K461BAC to move her) so I can tinker on the prep jobs over the dark evenings and when the weather's too bad to go outside on 490!

Over the past 2 years that I've owned her, I've slowly been collecting, fabricating and getting made all the original Camel Trophy equipment that she would have had on in period, and as I type, an original type of bull bar is being recreated and a set of 1990 (one year only type) rear light guards have been made and test fitted,

I've been lucky enough to locate an original Mantec rear fuel tank guard in France, plus steering guard and snorkel over here, leaving just a winch tray to fabricate once the bull bar has been finished.

So, plenty to be getting on with here in Dorset still, updates to follow in the New Year.

Jon



My Landy – Life, a book by Martin Smithson

Martin is a member of the PJPG and wrote the book in 2019 about his experiences with his Land Rovers,

Martin says "These pages relate just a few of the many Land Rover 'Experiences' I have enjoyed over the years while living my Landy - Life from Heaven to Hell and beyond"

I have read the book, and his chapters about - 'The French Disconnection' and 'Algeria/Tunisia border' are fascinating.

His many Land Rovers were not without problems, and he called the breakdowns 'Progress Temporarily Impeded', (PTI).

Have a look at his website :-

www.mylandylife.co.uk

Copies can be obtained online from Martin at £12.50

Project Jay Preservation Group

You don't need to own a 'Jay', just lots of enthusiasm!



Membership application form

(Please use Block Capitals)

Mr/Mrs/Miss/Dr/etc Year of birth

First Name (s)

Surname

Address (1)

Address (2)

Town Postcode Country

Telephone Daytime

Mobile

Email Address

Family member name (s).

Annual Subscription: Full member. £25.00
Family membership (s), residing at the same address £5.00

Total amount payable to the Project Jay Preservation Group £

I enclose a cheque made payable to "Project Jay Preservation Group"

Please post to Membership Secretary: -

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