



G-WAC Notes



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

August 2024

The LRO show at Belvoir Castle is looming, 7th – 8th September, and we have a full stand of seven Jays for the show.

Daphne and I will travel down on Friday in our trusty G526WAC and stay at a B&B somewhere close by.

Patrick has now got the Lancaster Insurance Classic Motor Show in November at the NEC well organised and will report on the final arrangements in the October G-WAC Notes.

Arnaldo Capelo reports

I've been in the Facebook group for some time, but only now found the time to do a presentation of my Jay. August 1992, 200Tdi, Arken grey, bought new by my dad. Just passed 165.000 km. Always in the family.

This week I finished a deep restauration. My goal was to make it look just like it left the factory in 1992. I think the effort was worth it. It's completely stock. Not a single modification.

If someone is considering fitting the "new" Michelin XM-S 244 and is lacking some feedback, I then cannot recommend them enough, both on and off-road. They're really amazing. I love reading and learning more about Jays. It's a fascinating vehicle in every way. I also have a heavily modified 2005 Defender 90 Td5, which I use mainly for off-roading, and a 3-door 1999 Freelander.

Arnaldo

G482WAC

Emrys Kirby keeps working on the Classic Land Rover magazine Discovery in partnership with Britpart.



Spurred on by seeing the vehicle on the original Discovery launch video filmed in October and November 1989, Emrys has made significant inroads into the restoration of the rear of the body shell.

He was happy to confirm that the chassis is as good as he hoped for, and that it required no remedial work before it went for blasting.

Unfortunately, the rear arches had been cut to fit bigger tyres, and he is asking if anyone has a pair of good rear side panels they would be willing to part with? He could do with a LH front wing as well. Close to Lancaster would be ideal but would travel to collect.



G406 WAC progresses further

The last time I did a write up on 406 was quite a while ago, there has been so much going on since then. My last mention is in the May Jay News "welcome", where I had just sent the axles off for sandblasting.

Since then, I have made a ton of progress working 9-9 to try and get her back together for October. The axles have been sandblasted and painted.

A set of Gwynn Lewis differential pans to fix one of my biggest gripes with the Discovery as I always find the pans to be too weak and of the five Jays that we collectively own, every one has had the rear diff pan rot through! I don't know if that's the same for anyone else but an upgrade from 1.8mm to 6mm should help to remedy that (and they look great too!).

Slowly and surely, I have now rebuilt the chassis and fitted new bushings to all the arms and rebuilt the hubs, this was the first time I've rebuilt the swivels, so it was quite the learning curve, but I have it figured out thanks to the great people who help me along the way!



After working until 11pm on the 22nd of August we got the chassis rolling and looking great (if I do say so myself!) The big progress came just a few days ago when with the help of Iain, we managed to get the body re-fitted to the chassis for the first time in quite a few months, which was a lot easier than we both expected. Unfortunately, it ended up being only 6 of the 10 body mounts as the rest just were just gone!

Now comes the process of welding the body up as I wanted to have the body mounted to the chassis to line up the mounts because I'm getting rather tired of seeing 406 with no front end! My new front headlight boxes bought from Atkinson Bespoke Engineering turned up a day after which was the final part I was missing to get everything lined up again.

I still have to modify the upper wing valences to match original Jay ones as the ones I have are from a Romulus.

All being said, the idea that I'm going to be done for the 3rd of October seems now to be a far reach from reality, but there's no chance I'm stopping now, it's really a win-win for me as even if I don't have a running car in time, the car will still be in the best condition it's been in for at least 12 years. And who cares if I'm a little bit late there's always the 40th

Kira [Photos credit Iain Walton]



Current known owners of G-WAC registered Land Rovers. August 2024

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)
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	Classic Land Rover magazine
G486WAC	V8	GA385699	Caracal black	Craig Robertson
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)
G496WAC	Tdi	GA387688	Mistrale blue	Chris Hardy
G510WAC	V8	GA387692	Arken grey	Simon Lake
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC	Tdi	GA389241	Marseilles blue	Alan Tewell
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 notknown
G316WAC	V8		Silver	David Maingot
G323WAC	V8		Blue	Haddow Hales-Lavercombe
G347WAC	Tdi		Brown	Owner not known
G395WAC	Tdi		Green	Andrew Bullas
G405WAC	Tdi		Blue	Richard Llewillin
G406WAC	Tdi		White	Kira Dawson
G409WAC	V8		Blue	Bill Pollintine
G410WAC	V8		Blue	Alan Young
G562WAC	Tdi		Camel Sandglow	Paul Green
G563WAC	Tdi		Camel Sandglow	Jon-Luke Masters
G601WAC	Tdi		Silver	Julian Lamb
G602WAC	Tdi		Silver	Mark Harrow
G603WAC	Tdi		Camel Sandglow	Keil Ward
G610WAC	Tdi		Blue	Stephen Preston
G611WAC	Tdi		Green	Dion Johns
G612WAC	Tdi		Blue	Gordon Pyrah
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	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		Red	Owner not known
G617WAC (90)	Tdi		Grey	Gary Bryans

G-WAC Range Rovers

G22 WAC	V8		Silver	Barry Masters
G175WAC	Tdi		Green	Julian Lamb
G179WAC	V8		Colorado Silver	Roger Fell
G180WAC	V8		Red	Guy Butler-Henderson
G361WAC	V8		Blue	Julian Lamb
G584WAC	V8		Blue	Sharon Paige

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

Issue 204 August 2024