



James's G534WAC

G-WAC Notes

From the
Project Jay Preservation Group

**A News sheet for those who are interested
in the early Land Rover Discoverys**



Robert's G488WAC

February 2015

I have now owned 526 for seven years. I changed the cam belt just after I purchased her, and although she has only 110.000 miles on the clock, the cam belt should be changed because of its age.

She is on a SORN just now and will be taxed for the show season, which starts in May, so I have plenty of time to do the job.

Mark Dixon (510) is really getting an interest in the early production models of Land Rovers. He has bought a pre production Freelander, R617BAC.

It is chassis number 377, whereas the official first production Freelander – now in the Heritage Collection at Gaydon - is chassis number 677.

You can read about Mark's Freelander in the April issue of Land Rover Monthly.

2.0 Mpi L637LRX

Since the report in November of my purchase of an Mpi, all I have done to her is a full oil service and a good clean up. She is only used locally at the present time so I am not sure about the fuel consumption; I am told that they are not very good.

The front tyres are still just legal, but I intend to put a set of Pirelli Scorpion Akros together from my stock, I only have three so will be on the lookout for another pair.

I am pleased to report that L617HRX, which was for sale by Chris, has been bought by Richard Beddall. Richard needed a tidy drivers' seat cushion to replace the worn item, so I popped one in the post to him.

Roy



Camel Trophy Discoverys

From 1990 the Discovery was a welcome edition to the Land Rovers and Range Rovers that were used for the Camel Trophy events.

All the event cars were painted Sandglow Yellow, but the support cars were painted different colours, perhaps to make them easy to spot in a car park full of Sandglow Yellow cars. The event organisers were in need of some driver training cars for use at Eastnor Castle in 1990, where the training and familiarisation took place. With a number of spare cars being available after the launch at Plymouth in October 1989, it was decided to overpaint some G-WACs for the task.

A simple overpaint job was carried out to the exterior of the body, with no time or effort taken to paint the under bonnet areas or door 'shuts'. An early picture of Ian's G463WAC shows that the inside of the rear door is still in the original white, Mark's

G494WAC was blue and is restored in that style to reflect the originality of the car.

The under bonnet picture of the support car P228KAC, shows quite clearly that it was originally Sandglow Yellow, then overpainted red.



G412FSJ

Along with a J registered 200 Tdi, I purchased G412FSJ, a red 3.5 V8 Discovery, on the 6th February last year, from a man who was about to scrap it.

The V8 was first registered in May 1990, and had an MoT until March 2009. He had already cut the back of the body off.



Since last year all I have done for now, is park the V8 on the croft, along with all my other rescued vehicles, hoping one day to have the time to do something with them. All that remains of the 200 Tdi now is the chassis. Working full-time and running the modified 300 Tdi, keeps me busy enough. I also have 1975 88" diesel Series 3 that I have started to restore.



Hopefully when the brighter nights come I will have time to write a full report on what the V8 needs.

As I find the time to do things, I will try to keep you informed.

Andrew

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Restoration shows.

We took G226EAC and G513DHP to the National Restoration Show at Stoneleigh Park in October 2013, when 513 was still in the course of restoration. There was a lot of interest shown in our work, although the 'Land Rover' folks made a few comments about 'rust buckets' and 'not proper Land Rovers, so not worth saving'. This is what they said about the 2-door Range Rover back in the eighties.

Nevertheless, we enjoyed the show, and so decided that we should try the Practical Classics magazine Restoration and Classic Car Show at the NEC on 28th-29th March this year. The amount of paperwork required to keep the NEC happy is a little daunting, but we are getting there.

We will be showing three projects. Jack will be taking 465 on a trailer, lots of work still to do to her; Mark will be taking 494, the Camel Trophy training hack, which was at the 25th Birthday Party in Plymouth last October, and Margaret and I will be taking 513, which has just decided that it does not need all eight cylinders to propel it along, so a bit of work to do to it for the journey.



G513 DHP and G226 EAC at Stoneleigh Park, 2013.

If anyone has the time to help out on the stand, they will be made very welcome.

For sale, G611WAC

I have owned the Discovery for a number of years, and for the last eight or so years she has been used purely as a farm vehicle and has not been on the road.

It is time to move her on, so I thought that someone wanting a project might be interested.

She runs and drives, but is now in need of a full restoration.

My mobile number is 07825 587043.

Jaimie Menzies

Wanted

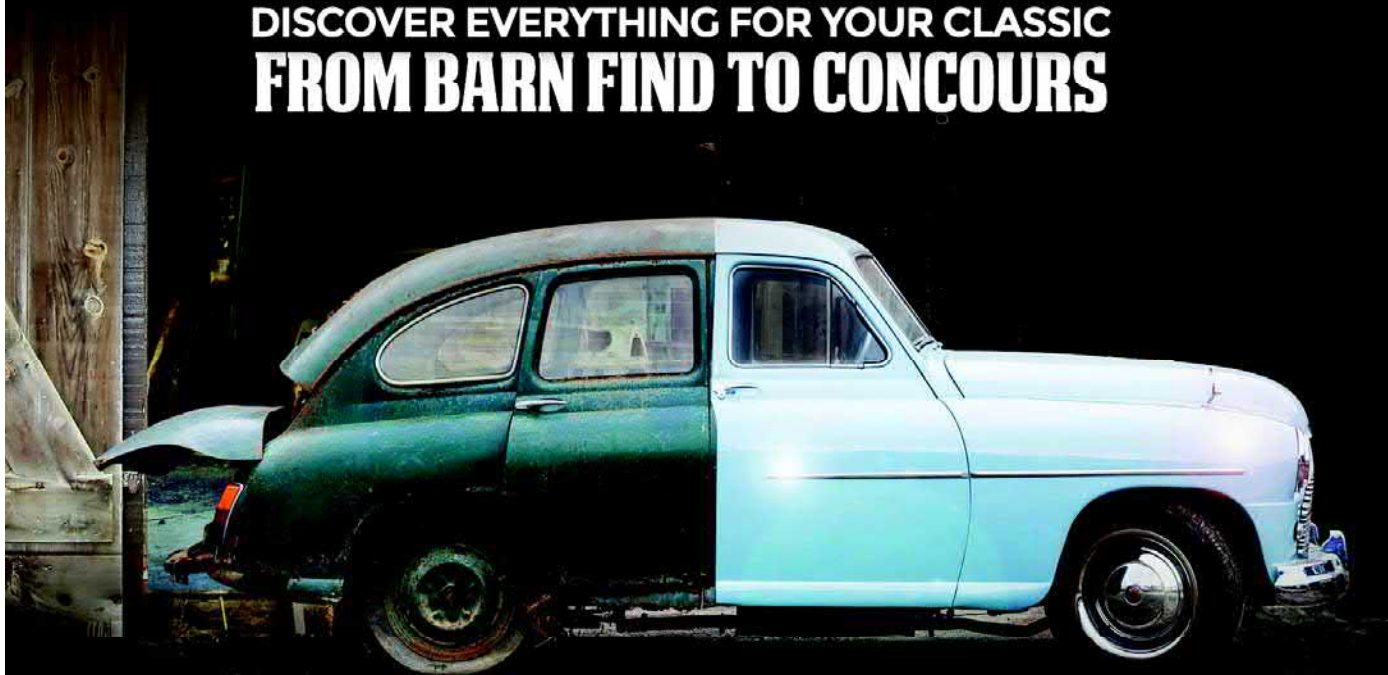
G registered Discovery to restore. Rust is no problem but must have a tidy interior and no damaged outer panels.

Daniel. digga@hotmail.com

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*All bookings are subject to a single transaction fee. All information correct at time of publishing. Calls cost 10p per minute plus network extras. See website for all information. Tickets include a show guide.

Current known owners of launch cars. @ Ferbruary 2015

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G534WAC	James Brackenbury

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other pre-production, and G-WACs

B62COH & C60J KG	Philip Bashall (The Dunsfold Collection)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G226EAC	Project Jay Preservation Group	G405WAC	Harry Harrison
G513DHP	Project Jay Preservation Group	G406WAC	Keith Britton
G87 WAC (LR90)	Chris Simms	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G563WAC	David Spirrett
G279WAC	Neal	G584WAC (RR)	Sharon Paige
G302WAC	Sandy Andrews	G601WAC	Chris Lowe
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox	G635WAC	Alec Gatherer

Other early cars

G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Craig Puesy	G892VPM	Mike E Hall
G101GEL	Robert Hoskins	G907VYT	Alan Young
G229TDV	Wesley Beynon	G923PUE	Nigel Burland
G234CBG	Dan Hunter	G942UTT	Keith Taylor
G266BJU	Lee Haines	G987LKU	Andy Greer
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H776POJ	Duncan Campbell
G442AJM	Scott Seacombe	H871EWK	Mark Hardwick
G456AVT	A Burchel	J140OAC Ambulance	Neil Witt
G553OWD	J Herod	J463HVK Ambulance	William Wallace
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G628BKV	Alan Young	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	LA DC 502	Dr. Hofmann (Germany)
G711YRY	Derek Henman	G—YBE	Ashley Culling
G757SGX	Paul Bishop		

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[Previous G-WAC Notes can be found at the Home of the Project Jay Preservation Group](#)
www.g-wacdiscoverys.net

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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