



Lee's G461WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Lee's G302WAC

## June 2018

This weather is just right for the shows, if there is any sign of damp in the cars, this heat will surely disperse it.

Billing this weekend, then a local show on Friday 6th July. Lytham St Annes on the 22nd, with Mark



Woodward Classic Shows, (that's in Lancashire, I'm a Yorkshireman, but they usually stamp my passport for going over the border), then Kelmars, a three-day event from the 27th to 29th July.

Mark Harrow is making progress with the 'body off' job on 478, I will write a few words next month on the progress.

## H253POH for sale

I have an August 1990 Discovery 3-door 200 Tdi, in blue, that I am looking to sell. Now quite untidy, but I would rather it be restored than scrapped.



When I bought the vehicle, the original rear seats were rotten. I wanted to turn it into an off roader that I could sleep in, so I replaced the driver's seat with a Range Rover one, I still have the original, the rest of the interior is original.

A lot of the stuff, lamp bar, winch and bumper, stereo, etc will be removed and I have a set of 7.5 tyres to go on it. The engine is fine, and chassis is OK.

It has been a good bus starting in all weather, both in Derbyshire and the Highlands of Scotland.

I live in Caithness, 14 miles south of Wick.

## Classics in the Park

### Raby Castle, Co. Durham 17th June

This Mark Woodward show in the delightful castle grounds at Staindrop, is always a draw for classic car owners, The Discovery Owners Club took stand space for many years and attracted a lot of attention. On one occasion a rolling chassis was on display, where visitors to the stand were amazed at the solid construction of the chassis frame.

The North East 4x4 Club invited us to display on their stand for the show, and kindly provided tea and hot chocolate drinks for Patrick, Daphne and me.



I entered the 5-door in the 1980's class. The commentator introduced her as a Range Rover, then as a Land Rover. I informed him that although made by Land Rover, the model was in fact a Discovery. He had a laugh when I pointed out that when he introduces a Ford Cortina or Anglia to the audience, he always describes them as a Cortina, or Anglia, not a Ford.



A very pleasant day out in good weather, good food in the catering area, and a visit to the castle. We will be back in August, when perhaps we will see the deer.

## Land Rover Legends at Bicester Heritage. 26th - 27th May 2018

What a superb venue for a Land Rover show, an old WW2 airfield complete with original buildings, hangars and surroundings, which are all being slowly refurbished and reused by small businesses that are connected with classic cars. From a classic Bentley specialist to a school for apprentices to learn the craft of car restoration, it was truly an amazing and inspiring place to just walk round.



The show itself was based around the aircraft dispersals in front of the main hangars and control tower, with the main events based inside one of the hangars. It was just brilliant.

A brand-new show, it was very well supported by many of the usual clubs, Land Rover Monthly, the Dunsfold Collection and Jaguar Land Rover Classic were present and well represented. Although I did take note that the latter had a display of Range

Rovers, early Land Rovers and Defenders, there was not a single Discovery or Freelander. I took the opportunity to point this out to one of their staff and received the standard corporate response. At least the Dunsfold Collection kept the side up bringing Gary Pusey's Discovery G577TGY



The Project Jay Preservation Group managed a credible line up of cars on a prime corner spot. Mark Harrow, a real stalwart and champion of the group, arrived Friday with G494WAC, which was happily towing a trailer with Tim Lavercombe's quite recently acquired Mpi L564WAC on board. Tim followed up in a Transit van. Both chaps had their sons with them and camped over until the show closed on Sunday.

It was great to see Ted Andrews, who arrived early Saturday morning with his very immaculate H734VAB. Ted brought his caravan and camped over. As I live close to the show, with G253RFL, I was the only one that didn't stop over.

We had a brilliant time even though the weather did try to dampen spirits with a heavy storm Saturday night waking the happy campers, then followed with light drizzle each morning, but the afternoons were really warm and sunny.

A great time with great company at a great show in a great venue, what more could you wish for, taking place over a summer weekend?

Ian Phillips





**Spares and repairs**

With so few 200s available now in scrapyards, and the big boys now concentrating on the D2, parts are getting more difficult to find for our 'Jays'.

However, listed below are few traders who are conscious of our needs, and may have the part that you are seeking.



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## Malvern Show 2nd – 3rd June

I only just made it through the gates into the Malvern Show before security shut them for the show to commence. Waze navigation had taken me and G253RFL on a 20 minute detour through the wonderful Worcestershire countryside. Whilst I had immense fun driving RFL, I knew I should have just followed the road signs and a route that I knew.

The usual suspects were already present, and all set up with a Discovery size gap waiting for me to back RFL into. Roy and Daphne, Mark and family, Tim and son and of course Patrick had all arrived on Friday.

We had a good line up of cars including two G-WAC's, Mark's G494WAC and James' silver G534WAC, which, due to having failed its MoT, was en route to Devon, by courtesy of Mark's trailer, to be fixed.



Roy had brought G513DHP, Patrick had brought L680YVV and of course I'd brought G253RFL out again. James and his daughter arrived in his Freelander, and the team line-up was complete.

The weather occasionally looked a little suspect during the morning with dark clouds looming, but fortunately the sun stayed out and we had a brilliant sunny and warm Saturday afternoon.

The crowds were, well, not crowds. I'm not sure why but although it was busy, the general feeling was that it was busy purely down to the numbers of club members in attendance, rather than more enthusiasts and general public. Still, we had some interested people wanting to chat about our cars.

The Auto jumble, military surplus and trade stands all proved very interesting and several happy hours were spent rummaging through them to find anything of interest. One small stall did prove very interesting; a small van had emptied a selection of

Sonar Blue interior trim parts from an early car he'd just broken. I managed to pick up some smaller interior parts needed for my G130KWO and Mark managed to secure some larger interior trim parts.

In early afternoon and we had an opportunity to take all five cars into the main arena. We did our best to promote the Discovery and what it should mean to Land Rover, but it felt like no one was listening. Unfortunately no one was listening, as there were precisely three people dotted around the edge of the arena all occupied with other interests.

Mark, Tim and families with both the G-WACs had to leave us Saturday evening, Roy and Daphne retired to the local Travelodge. James, his daughter and Patrick camped on the stand overnight. I had to return home that evening but returned the next day.

On Sunday I followed my nose and arrived in plenty of time. We were now down to just the three cars. So we spread out and filled the stand.

We took our three remaining cars back into the arena again just after lunch, where sadly the commentators were struggling to make a show. There was nobody around the arena at all. In fact sadly the show was so quiet that stalls and clubs had already started packing and leaving. We did our bit but again nobody was listening.

Whilst the crowds may have been thin, the company and friendship was not. Once again it was a privilege to be with such great, like minded friends with a common cause - the preservation of these early Project Jay Discoverys.



I know these notes are read by staff members of Land Rover Classics, so I make no apology when I state that Discovery feels like a forgotten hero. Can we please together change this perception and give Discovery the honour it deserves.

Ian Phillips



## For sale

Two inner wing assemblies, for Discovery 1. They are from "Easy On Panels" (Nick Froggatt) - they are superbly assembled in heavy duty sheet and are for O/S and N/S. I have added seam sealer.



The original price per side was about £225 plus VAT. From me the disposal price, based on collection by appointment from Lowdham (NG14 7BX), is £300 total (no VAT payable).

There is also a new rear floor panel suitable for a D1 - Paddock supply. I think that it was about £60 when purchased inc VAT.

Contact:- Roger Fell.

[fell.bescaby@btinternet.com](mailto:fell.bescaby@btinternet.com)

0115 966 5513

07516 498 310

## Local shows 2018

### July

- 1st Leighton Hall Classic Car & Bike Show. Leighton Hall, Carnforth, Lancashire. LA5 9ST  
[www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)
- 22nd Lytham Hall Classic Car & Motorcycle Show. Lytham Hall, Ballham Road,  
Lytham St. Annes, Lancashire. FY8 4JX. [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

### August

- 12th Classics in the Park. Raby Castle, Staindrop, Co. Durham DL2 3AH.  
[www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)
- 20th - 26th Discovery Owners Club, Weymouth Caravan Rally. Bagwell Farm Touring Park, Knights in  
the Bottom, Chickerell, Weymouth, Dorset. DT3 4EA. <http://www.bagwellfarm.co.uk/>
- 26th Ripon Classic Car & Bike Show & Autojumble. Ripon Racecourse, Boroughbridge  
Road, Ripon, North Yorkshire. HG4 1UG. [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

### October

- 14th Ripon 4x4 & Vintage Spares Day. Ripon Racecourse, Boroughbridge Road, Ripon,  
North Yorkshire. HG4 1UG. [www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)
- 20th - 21st Discovery Birthday Party. Plymouth Hoe. [www.discoverybirthdayparty.co.uk](http://www.discoverybirthdayparty.co.uk)
- 28th Malvern 4x4 & Vintage Spares Day. Wye Halls, Three Counties Showground, Malvern,  
Worcestershire. WR, [www.4x4sparesday.co.uk](http://www.4x4sparesday.co.uk)



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\*subject to availability from Land Rover

## Major repairs to 526

She was always kept in a garage by her previous owner, and for the best part of her life with me also, but damp will always creep into the joints and damp and steel do not make good partners. Some sill repairs were carried out by Ripon 4x4 soon after I bought her in May 2008, which are still in good shape.

However, with the rear door stop pin having rusted away from the rear body crossmember, and signs of rust in the rear body mounts, I thought that it was time to visit Gary and his family at their place at Dalton, just off the A19 near Thirsk.

Gary's son, Danny, is an excellent welder and carried out all the welding needed to get G513DHP, the pre-pro 5-door, up to scratch. But it is not a job that he relishes. Cutting out the rusty metal and making new shapes to fit is time consuming. He would much rather be rebuilding a gearbox or an engine, something that is quick to do and then get on with the next job.

A full inspection revealed that she was not yet ready for the 'body off' treatment but needed a rear floor and crossmember.

I pointed to some rust on the roof at the top of the screen, which proved to be quite extensive and would need some repairs. The thought of replacing the roof was quite daunting. Ian Rawlings gave me a roof that had been cut off at the A, B and C pillars, so it was just a matter of drilling through the many spot welds in the rain channel to remove the roof panel. Or so I thought.

that the edge of the channel was ruined. The roof was also glued to the shell and was very hard to release.

It would be very difficult to remove the roof panel from 526, so Danny had a better solution. With the windscreen and the roof lining removed, a neat cut was made in the roof just at the ribbing above the windscreen, and a slice off Ian's roof grafted in.



Replacing the floor and crossmember is a regular job carried out by Ripon 4x4, and was no more challenging than usual. The repaired roof and the rear crossmember need painting, so the job was entrusted to LDS Automotive Refinishing at Dalton. Lee at LDS also fitted the stripe treatment for me.



It appeared to me that the spot welding had been done by hand, not by robot, and the welds were all over the place. Some were so close to the curve of the roof, that drilling them out left a hole in the roof, others were so close to the edge of the rain channel



I am looking forward to being reunited with 526, when JLR have returned her from Balmoral Castle.

Roy

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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](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 131 June 2018