



Chris's K828ANK

G-WAC Notes

From the
Project Jay Preservation Group

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



James G534WAC
at Goodwood

July 2018

In between gardening and sun bathing, I have been busy working on the Honda this month. The rear discs have now been replaced and all the pistons in the calipers checked for ease of movement.

I hope to concentrate on the bodywork next. She will need a good interior valet and polish before I take her for an MOT.

Spares for 'Jays'

At the Kelmarsh show last weekend, we searched for anything 'Jay', but there was nothing worth buying.

Anything 'Jay' was either incomplete or broken. Traders are telling us that there are very few D1 200s to buy for dismantling, and they are now concentration on D2 and D3 spares.

Discovery awarded a trophy at the Rover Sports Register National Rally 24th June 2018. Newby Hall, Yorkshire

The Rover Sports Register (RSR) was founded in October 1953 by a group of enthusiastic owners of 1934-36 Rover Sports Tourers. The RSR became a member of the Rover Owners Association (ROA).

Over the years, with new models being introduced, the RSR have now accepted members with any vehicle with the name 'Rover'

I became a member of the RSR last year and entered the 5-door, G513DHP, in class P at the rally. Class P listed the models as Land Rover and Range Rover. Entered for the event were two Discoverys, (one a Sport), three Range Rovers and two Freelanders. I queried why the Discovery and Freelander were not included in the class listing and was told that it was just a general listing of the 4wd class, and that Discovery and Freelander owners were welcome to join the RSR.

The event included two road runs on Saturday, one to the west covering the Yorkshire Dales, and one to the north east of Harrogate. In the rally pack was a note to owners of the older models as to the severity of the gradient down Greenhow Hill on the Yorkshire Dales run, (*if you feel that your car's brakes are not up to this, choose the north east run*). A splendid dinner was held on Saturday evening at the Cedar Court Hotel in Harrogate.

Newby Hall is an excellent venue to hold a car rally. Entry to the hall was available, and many members took the opportunity to soak up the atmosphere of the thirteenth century building.

Judging of the individual classes was on a 'self-judge' basis, where owners could nominate the best car the in their class (you were not allowed to nominate your own car !!) My entry, was judged to be best in class.



Road Rover



75 Cyclops Tickford Tourer



Awards for the whole entry were judged by the rally committee, where the 5-door was regarded as appropriate to receive the Gordon Bashford Memorial Trophy. Gordon Bashford was the designer of the P4 based 'Road Rover', which subsequently became the Range Rover.

The annual event is run by one of the various RSR affiliated clubs, this year it was the turn of the Yorkshire Rover Club to be hosts. I look forward to attending the National Rally next year, in the hope that it does not clash with a Land Rover event.

Roy.

Jaguar Land Rover Limited celebrate 70 years of the Land Rover at Goodwood

I have been very lucky this year to have been invited by the Land Rover factory to supply my launch Discovery, G534WAC, for two events.

The first one was to the 'Live Broadcast' on YouTube, filmed at the JLR Classic Works, and subsequently to the Goodwood Festival of Speed, both to celebrate Land Rover's 70-year celebrations.

The Goodwood event was billed as 70 vehicles to celebrate 70 years of Land Rover. I assumed initially that it would be an invitation for the entire weekend. But as the date of the event got closer it was confirmed that the invitation was only for the Thursday, July 12th.

Rodger Crathorne approached me directly when I met him at the Classic Works event. In between the two events, 534 was due for the annual MOT but was unroadworthy as the dreaded rot had resulted in some welding required, and some new exhaust parts in order for it to pass the MOT. Thankfully Mark Harrow was happy to undertake the work. I am grateful to Mark for abandoning his busy restoration work schedule to get me back on the road.

The tickets for the event arrived the week before we were due to set off. It got a little worrying as I had an email three weeks before saying that they had been sent out.

With 534 just being required for the day, it was decided that it would not be practical or fair for me to take the children, as it was a 4.30am start to ensure that we got to Sussex before 9am (it is about 144 miles from home, but I was worried about the traffic trying to get into the event). I therefore invited my dad down as he had taken me to Goodwood in 2005, so I owed him a trip.

On arrival, it wasn't clear exactly where we needed to be. The directions and the postcode provided did not take us to the right place, we were due to meet at the aerodrome. The events security had no idea where the aerodrome was, and it was only because I spotted an aerodrome shuttle bus that we got there.

We arrived at about 7.30am. I parked 534 next to HUE 166 and was able to sneak a photograph. It felt fitting to have them side by side, a pre-production Discovery, and first-generation Land Rover.



After taking the picture, it was time to register with our arrival, and park in order number. More people arrived while we waited, so we decided to get some breakfast. It was great to see another launch G-WAC, G457WAC, and it parked next to 534. It was the first time the two had been together for many years, possibly even since the launch in 1989 on Plymouth Hoe.



It was confirmed that everyone had made it to the waiting area and it was brilliant to see Land Rover heritage laid out in seven rows of 10 vehicles. It was also great to see two Freelanders there a Mk1 and Mk2, and vehicles from the current range from Land Rover, including a Discovery Sport.

After a coffee and a bacon sandwich, it was time for the drivers' briefing. We then started to get ready to head off. We had to travel in number order on a 4-mile drive to get to the entry gate to drive up Goodwood's famous hill. 70 Land Rovers all on the public road, trying to get to one place and maintain order. I am sure a lot of the general public got annoyed with the road blocks that were needed to ensure we got to where we needed. It was great to



see so many gleaming vehicles as we left the aerodrome. We arrived on a dusty farm track where we were due to wait for about an hour before our time slot to run up the hill. As you can imagine, a few cloths and dusters came out to clean the dust off. It must be said that the trip to the track was incredible.

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So, with our time slot on the hill coming up, we got the call to be prepared to set off to the start area. We were lined up in a F1 style grid, side by side, and were flagged off to travel past the crowds of spectators gathered along the route up the hill.

It was magnificent to be part of what the crowd were looking at. We drove past Goodwood House and carried on up under the many bridges and grandstands, then up past the famous flint wall to the finish. We were told that it was the most number of vehicles on the track at one time in the event's history.



Just to really make it appropriate, we had the only down pour of rain for the entire weekend. But it wasn't going to dampen anyone's spirits. The Series vehicles at the front had their tilts removed (it was bright and sunny when we left the aerodrome). The drivers accepted the situation, and some had opened a broly.

All vehicles made it to the top of the hill with no breakdowns. After the run, we were all grouped in a holding area, parked up and had the rest of the afternoon to enjoy the festival.

Tractors and trailers were regularly traveling up and down, taking people up to the rally area of the festival, so we took a ride to get to the main paddock.

Land Rover invited us to their stand from 6.30pm as a 'thank you' for supplying the vehicles, and gave us a light dinner and some refreshments for our trip home.

I arrived home at 10.30pm, so it was a long day. But as yet nothing is taking the smile off my face. It was great to think that two vehicles represented the Project Jay Preservation Group at the JLR 70 years of Land Rover celebration at Goodwood.. A very special accolade indeed.

James



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Repairs to G534WAC

I had a little hiccup on getting 534 ready for the show season. The season always kicks off with an MOT to make sure that she is fine after the winter slumbers.

We moved down to Warwick for my new job this year, so the MOT was in Warwick this time.

It is strange really, but when you use a garage for all your MOT and servicing needs for many years, and then you move away, it is like looking for a new best friend.

Unfortunately, this year's MOT revealed that a little work was needed. The drivers' and passengers' side sill, and body mounts needed some attention. Sadly, the garage that did the MOT did not want to do the work as they felt that it was a little too much for them to do.



After a lot of asking around and starting to get worried about getting ready in time, I spoke with Mr Harrow. To my delight he was very happy to do the work and we established that he could even collect her on his way to the Malvern show.

It worked so well. Mark arrived with his family on Friday, and Lucy was able to help him to load it onto

the trailer. Or at least watch him do it and offer refreshment.

I met up with Mark on Saturday when I went to Malvern, and he was very positive about the work involved. He set off for his home on Saturday afternoon with G534WAC on a trailer behind G494WAC (oh if only those cars could speak), who knows if it's happened before or perhaps 494 was returning the favour?

Once back in Mark's workshop, he found that the rust was more than he first thought and I am sure his heart sank as to how much work was involved.

In light of this, I wasn't expecting the car back quickly. However, to my surprise I was on a train down to Exciter to meet Mark and pick up 534 two weeks later ready to drive home.

Thank you Mark, you earned your stripes this time!

List of jobs fixed

Leaking rear inner hub seal. PAS weep. Welding sills and floor. Front and mid exhaust system, plus, fit rear window seals, which I had in stock.

James

Local shows 2018

August

12th Classics in the Park. Raby Castle, Staindrop, Co. Durham DL2 3AH.
www.markwoodwardclassicevents.com

26th Ripon Classic Car & Bike Show & Autojumble. Ripon Racecourse, Boroughbridge Road, Ripon, North Yorkshire. HG4 1UG. www.markwoodwardclassicevents.com

October

14th Ripon 4x4 & Vintage Spares Day. Ripon Racecourse, Boroughbridge Road, Ripon, North Yorkshire. HG4 1UG. www.4x4sparesday.co.uk

20th - 21st Discovery Birthday Party. Plymouth Hoe. www.discoverybirthdayparty.co.uk

28th Malvern 4x4 & Vintage Spares Day. Wye Halls, Three Counties Showground, Malvern, Worcestershire. WR, www.4x4sparesday.co.uk

Current known owners of launch cars. July 2018

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

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	Lee Haywood
G463WAC (Camel training hack)	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Jon Chester
G470WAC	Rob Stewart
G477WAC	Martyn Ball
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC	Haddow Hales-Lavercome
G494WAC (Camel training hack)	Mark Harrow
G496WAC	Rob Ivins
G510WAC	John Davies
G511WAC	Colin Crossley
G531WAC	Ashley Culling
G534WAC	James Brackenbury

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crookston
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G361WAC (RR)	Julian Lamb
G266BJU (5-dr)	Andrew Liu	G395WAC	Sean Coleman
G513DHP (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G84 WAC (LR90)	Mike Smallbone	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G175WAC (RR)	Julian Lamb	G553WAC (LR90)	Gary Smallbone
G179WAC (RR)	Roger Fell	G563WAC (Camel hack)	David Spirrett
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Julian Lamb
G302WAC	Lee Haywood	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Mark Harrow
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Jochen Baldamus	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Paul Ridley
G316WAC	David Maingot		

Some other factory registered cars

G580BKV	Patrick Berry	L489WAC	Tim Lavercombe
G601BKV	Roy Preston	L490WAC	Mark Harrow
G628BKV	Alan Young	L564YAC	Mark Harrow
L470WAC	Jacob Lamb	L580WAC	Mark Harrow
L479YAC	Stuart Laird	P647KAC	Patrick Berry

Other 'Jays'

G28 RMW	Glyn Jones	G892VPM	Mike E Hall
G892VP	Mike E Hall	G923PUE	Nigel Burland
G39 WD	Bob Jolleys	G942UTT	Keith Taylor
G41 VHA	Simon Tinkler	G950CAF	Elvet Price
G43 KWO	Victor Mitchell	G956RKM	Martin Smith
G67 RYJ	John Davies	G978KOF	Ian Rawlings
G101GEL	Robert Hoskins	G987LKU	Andy Greer
G115UKE	Graham Wollerton	G989ELJ	Oliver Tebbutt
G130KWO	Ian Phillips	H83 YYN	Richard Llewellyn
G203DPF	Simon Andrew	H95 DBK	Dave Dorling
G214RKN	Jim Shep	H256PEV	
G229TDV	Wesley Beynon	H353DJA	Peter Boardman
G234CBG	Dan Hunter	H367OBE	Dave Mummer
G253RFL	Ian Phillips	H436FPL	Mark Harrow
G272WDL	Andrew Maclean	H743VAB	Ted Andrews
G374UYR	Jack Straw	H774SVF	Simon Andrews
G412FSJ	Andrew Cameron	H776POJ	Duncan Campbell
G425OWB	Chris	H994BUU	Richard Mahoney
G436GUY	Andy Jones	J139TRO	Mark Harrow
G441WPX	Mark Harrow	J140OAC	John Francis
G442AJM	Scott Seacombe	J348FGT	Nicholas Web
G456AVT	A Burchel	J396OAC	Mark Harrow
G462AVT	Archie Cursham	J463HVK	William Wallace
G463HNK	Peter Murphy	J828ANK	Chris Hill
G553OWD	J Herod	K554GKV	John Poulson
G560EDY	Julian Lamb	K941PAB	Josh Cooke
G577TGY	Gary Pusey	L151LBV	Richard Beddall
G580PNU	Ian Rawlings	L373VAC	Helen Pippin
G599ELG	Luke Petch	L576 RD	Richard Beddall
G656RYB	Graham Welch	L617 HRX	Richard Beddall
G711YRY	Derek Henman	L637LRX	Roy Preston
G757SGX	Paul Bishop	AZ-829-TJ	Raymond Bechetoille (France)
G834FPR	Sue Virgin	3656 TW 24	Keith S L Daffern (France)
G843FPR	Jon Isacc		
G907VYT	Alan Young	Formerly G531DHP	
		LA DC 502	Dr. Hofmann (Germany)

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