



Mark's G441WPX

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Ian's G580PNU

## May 2015

Freshly polished by James, 526 was on show at two events this month. The local Spring Classic Car & Bike Show at Ripon Racecourse, organised by Mark Woodward Classic Events, and I also managed to get the 5-door to the Spring Adventure at Ripley Castle, which was organised by Live Promotions.

Next month I am planning to attend the Dunsfold Weekend, 13-14th, the Malvern Land Rover Show, 20-20th, and Gaydon, 27-28th.

## G reg. wanted.

I am looking for an early 3-door Discovery to renovate. Ideally, I would prefer a G-WAC to restore, so thought I would start searching for one.

I am looking to own the vehicle long term as I always wanted a 3-door Mk1, and the time has come to preserve one!

Based in the Norfolk/Suffolk area, I can be contacted on [digga@hotmail.com](mailto:digga@hotmail.com)

Dan

## Another G reg saved.

Registered on the day of the launch at Plymouth in 1989, 16.11.89, and has only 84,584 miles on the clock. A particular old nail, but I thought it was worth buying to preserve it. It had also caught the attention of Mark Dixon, as he mentioned it in his article 'Salvage Squad' in the July issue of Land Rover Monthly, and I probably would agree with him that it's the 'lowest of the low'.



What Mark wasn't to know was all the reasoning behind buying this particular car. A Foxfire Red Disco was the first I ever sat in, back in 1989, and I've wanted one for a long while, and it was registered on launch day 16.11.1989. But the main reason for buying it was that there was an opportunity to repay a debt to an old friend, as he was owed money in an old Land Rover deal.

Suffice to say, the episode of this old Discovery's recovery has settled that debt with little cost to myself.

When looking at it, I knew that it had seen a lot of off road action, all the usual rust spots are aggravated by an abused few years, but with the low mileage it still runs very sweetly.

Looking on the positive side, Mark was correct in that it has the correct style G-WAC seating and a lot of the early parts, including the smooth rear door handle, bonnet pull on the drivers' side, no vents in the dash etc. She could easily have been registered as a G-WAC launch car, but with 86 chosen for the launch she missed out.

The interior is very tidy, the drivers' seat being protected by having a Corbeau rally seat fitted in place of the original, which was in the boot!

The build date looks to be around July 1989, but I'm waiting for some documentary confirmation of that from The Heritage Centre. I did try to contact 'Land Rover Traceability' but things as they are today; it's difficult to get past the Jaguar Land Rover customer services.

My intention is to preserve it. I don't particularly think it was a lot of money, but it is pretty rough. That said, I know of another early Tdi Foxfire G reg that was recently bought for £1200 just for the engine, the rest has been scrapped.



So my new V8 may be the 'lowest of the low' but she has now had a reprieve from the scrap man that her Tdi sister didn't get. Currently sat in my garage, soon to be united with all the remains of her Tdi sister, as I have bought them now.

Ian

## Ripon Spring Classic Car & Bike Show, 3rd May

Our first Classic Car show this year was only four miles away at the Ripon Racecourse, a good site with firm ground to take the wheels of hundreds of cars.



When all the different classes had been judged, they were assembled in the arena to be judged for 'Best in Show'. At this stage it is customary for some audience participation as the commentator works his way down the line of exhibits and asks the visitors to shout or applause, to show their appreciation for each class winner.

The pick-up parked at the side of 526 received a good response from the crowd, but rather embarrassingly there was complete silence when it came to 526 to receive a response. It was obvious that there were no members of the Discovery Owners Club in the crowd.

The eventual winner was a very fine example of a bright yellow Ford Cortina convertible.

Although the day started out with light rain, it soon cleared, and the judge for the day started his day judging the sports car class then moving on through the saloons, the kit cars etc, and onto the age related exhibits.

526 was entered in the 1980s class but somehow was judged with the 4x4s. It was fortunate that there were no Jensen FFs, Audi Quatros or Ford Cosworths to be judged, as 526 was deemed to be the 'Best 4x4 in Class' and received a plaque.



Philip Beck of Peter James Insurance, giving away bags of goodies.

We had a very pleasant day in the sun, and distributed many back issues of the Discovery Owners Club magazine, Discourse.

The next classic car meet will be at Corbridge, Northumberland, at the MG Car club's Classic Vehicle Show on 5th July.

I would like to show the pre-pro 5-door G513DHP at Corbridge, so perhaps I can arrange for someone to take 526 for me.

Roy.



## Spring Adventure Show. Ripley Castle 23-24th May

This was our first attempt at showing to the Land Rover fraternity our efforts to keep a few early Discoverys alive. Our thanks go to the Discovery Owners Club for their help with the location of the stand. Stephen organised a pitch next to the DOC. Richard arranged for their Coleman Event Shelter to be available in case of bad weather, and loaned his trailer to Jack for him to bring 465 to the show as 'work in progress'. Many thanks DOC.



It was fortunate that the weather was kind to us, as the land at Ripley Castle is very soft and would be a disaster in bad weather. I recall the cancellation of a Classic Car Show there one Sunday, because the ground had turned into a quagmire on the Saturday evening of the set-up, and the traders had to be towed off the site the following morning.

We filled the allocation of five spaces with Jacks 465 and his trusty V8 tug, G374UYR, James's 534, my 526 and the pre-pro 5-door G513DHP.

465 in its current state as a shell on wheels is a great crowd puller, giving owners of rusty Discoverys the incentive to repair them to a good standard and make them fit for another 25 years. One visitor was contemplating restoring his 1994 D1, but is now looking for a 1989 model.



The show organisers gave us time in the arena to tell the visitors about the aims our group, about the number of launch G-WACs that we have located and to ask them to look out for any G-WAC registered Discoverys.

We have asked Live Promotions for stand space at the Billing Land Rover Fest, 31st July – 2nd August, so finger crossed I will be there with 526, and Chris will be showing 601. There is just the problem of getting the pre pro there, but more about that later.

## Forthcoming events

13-14th June. The Dunsfold Collection Open Weekend. Springbox Estate, Dunsfold, Surrey. GU6 8EX  
20-21st June. Malvern Land Rover Show. Three Counties Showground, Worcestershire, WR13 6NW  
27-28th June. Heritage Weekend at Gaydon

5th July. Classics in Corbridge. Corbridge. Northumberland. NE45 5AY  
12th July. Lakeland Historic Vehicle Show. Hutton-in-the-Forest, Penrith. CA11 9ST  
31st July–2nd August.  
Billing Land Rover Fest. Great Billing. Northamptonshire. NN3 9DA.  
We hope to book stand space for this show.

16th August. Raby Castle Classic Vehicle Show. Staindrop. Co Durham. DL2 3AH  
30th August. Ripon Autumn Classic Car Show. Ripon Racecourse. Ripon. North Yorkshire. HG4 1UG

19-20th September.  
Land Rover Show 2015. East of England Showground. Peterborough. PE2 6XE.  
We hope to book stand space for this show.

### G375YBE

An update for the above. I have written to Land Rover to confirm the origins of the vehicle and asked why it was registered without "Discovery" in the type box on the 01.01.89. The only information that they have for me is that the vehicle was dispatched on 17.07.89, so I've sent off for the DVLA information so I'll let you know the response.

I have found a 3-door shell in the correct colour, which needs minimal restoration, so if anyone needs a blue one I have one spare!

Just to add more mystery, I just received an email from Motor Heritage Museum who have now informed me that the original colour was Ivory and it went to Land Rover Limited. This means that somewhere along the lines it got changed from LHD and white to RHD and red!

I'm planning on restoring it later this summer, but what to restore it to, RHD or LHD? I will document the re-build for the Notes, but I will probably have to sell it once finished to pay for a house extension.

Ashley

### Progress with 457

I have pushed on with '457' recently and have nearly finished all the welding on the near side,



so will turn her around and start the off side soon.  
Julian

**PETER JAMES INSURANCE.**  
772, Hagley Road West, Oldbury,  
West Midlands. B68 0PJ.  
Telephone: 0121 506 6040.  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)



### An email from Dr. Diether Hofmann

*In my shelf there is a new rear silencer & tailpipe NTC7119 for an early Discovery 11/1989 – 09/90, which I can not fit on my own discovery (1992), because it is not suitable for.*

*To whom could I make a present of this replacement part for the shipping costs only?*

*Replies would be very appreciated to [dr.diether.hofmann@t-online.de](mailto:dr.diether.hofmann@t-online.de)*

*Kind regards, Dr. Diether Hofmann, D 84056 Rottenburg, Germany).*

### The pre pros 5-doors, G226EAC and G513DHP

Graham and I are currently the custodians of the two cars, and it was always our intention for the Group to have them on the road for the show season.

226 is with Graham in Tamworth, a LHD V8i, it is complete and a good runner. 513 is with me, a RHD V8i and is also a good runner but there are a few jobs to do to make her complete.

We are both finding it increasingly difficult to transport them both to the shows, together with our own cars, and are therefore looking for more 'sponsors' to look after them.

If you would like to join us, please get in touch with me so that we can discuss the details. Subject to your acceptance by our insurance company, you would be added to the policy, which currently has four named drivers. We would expect the cars to be securely garaged when not in use..

Roy.

