

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Colin's G323WAC



James's G534WAC

## October 2015 Notes

With 40 G-WAC registered Discoverys listed to owners, and safely no longer regarded as scrap metal, I feel that we have done all we can to find the rest. We are a bit like the Camel Trophy Owners Club and the G4 Challenge Club in respect of the number of cars that are still around, so I thought that it would be a good idea to now look for the G registered G-BKV factory cars.

I know little of the original use of the cars, but I can only guess that with the big public demand for the new Discovery model in 1990, that dealers were desperate to get some demonstrators from the factory.

Julian Lamb has offered to visit the Heritage Centre at Gaydon to see what he can glean from the archives. If any reader of the Notes has first hand knowledge of the cars and their uses, I would be pleased to learn.

Alan Young has owned G628BKV for some time now and Patrick Berry has just bought G580BKV.

I have spent a few minutes on the DVLA site and found a number that are still listed, mainly in the G5xxBKV range. G593BKV is currently taxed until 01.07.16 and with MoT until 25.06.16, and was first registered 16.03.90

The first time I came across a Discovery with a BKV registration was when looking for the 5-door pre-pros. G515BKV was unfortunately already scrapped.

So please start looking in the car parks and see how many we can find.

## G580BKV

I have owned a factory registered 300Tdi for some time now, P647KAC, and have registered her with the CVC Register. Having spent some time driving the PJPG's pre-pro G registered 5-door to shows, I decided that I should add a G registered Discovery to my fleet.

There is no chance of getting a G-WAC, so when G580BKV came up on ebay I was keen to see how the bidding would go.

It was on there for five days with no bids, but a starting price of £1,000. After five days there were no offers so the sale was taken down. However it appeared again a few days later on offer for just two days.

I called the seller to see if I could do a deal and went across to Warrington to see it. A 3-door 200Tdi in white. Taxed until the end of October and the MoT runs to July 2016, so I did a deal and collected it on Sunday 25th.

The gearbox foxed me a bit to start with, as the 200s have the LT77 gearbox and my 300 has an R380 gearbox with the reverse gear position on the opposite side. Trying to go from 4th to reverse, instead of 5th whilst on the move is not a good idea.

The metal frames on the front doors are very rusty and holed, the skins are very good, but there were two very tidy doors with the deal. The rear side seats are missing, but Roy has a spare set that can be fitted quite easily. First job is to give it a good valet and polish.

I look forward to taking it to shows next year, so Roy will have to find another driver for the 5-door.

Patrick.



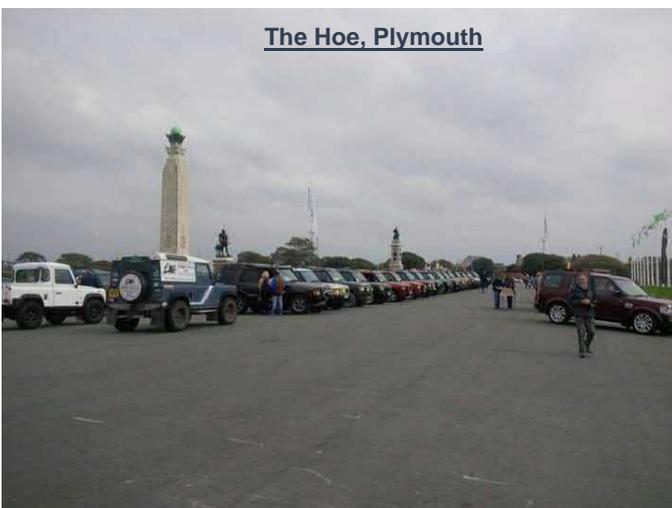
## The 26th Birthday Party. Plymouth 10th-11th October 2015

It's unfortunate that I could not persuade anyone to take G513 DHP to the party, but Graham took G226 EAC for the celebrations.

Starting out on a 360-mile journey is a little daunting for me these days, but as soon as I get into 526 and get comfortable, the trip seems effortless.

In 2009 an annual visit to Plymouth to celebrate the Press and Dealer Launch of the Discovery in 1989, was an idea thought up by Graham Bethel, who owned G469 WAC at the time.

Last year was the 25th anniversary of the launch when 150 Discoverys were assembled on the Hoe. The format continued this year when 43 Discoverys and three Defenders were seen again on the Hoe, together with a new D4, which was demonstrated by Roger Young Land Rover of Saltash.



Russ Brown, of Land Rover Owner International magazine, judged the assembly and presented three magnificent plaques. An award for the Most Modified was presented to Steve Drake; the award for the Most Original Condition to Peter Evans and for the Furthest Travelled to the event went to Margaret and me.

The organisation of the event was as slick as ever, with the signing on and distribution of the rally plaques starting at 10.00 am, and a departure time from the Hoe set for 12 noon to travel in convoy to the ferry at Torpoint.

A crossing had been booked for the party to take them over the River Tamar for the trip to the Mount Edgumbe Estate.



On the journey to Mount Edgumbe, a stop for photographs and to take in the views was made at a car park, where an ice cream van followed us in. A large queue soon assembled at the van.



The Estate was entered via the Deer Park, and when the party assembled at the waters edge, the views past Drake's Island across The Sound to the Hoe, were clear and bright. Those who had brought a packed lunch enjoyed the time to reflect on the day so far.

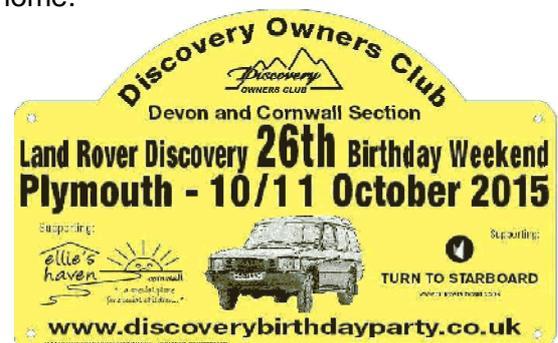
The dinner party took place later that evening at the Windy Ridge Eating House at Trerulefoot, near Saltash, where a raffle and auction was held in aid of two charities, Ellie's Haven and Turn To Starboard.

£1313.00 was raised by ticket sales and the auction, where the donation of prizes varied from two winches given by Superwinch of Tavistock, to a bucket of car wash goodies from the local car wash. A cheque for £656.00 was presented to Nigel Libby of Ellie's Haven, and another to Roy Newport of Turn to Starboard.

Sunday morning saw the party move off to the Buckfastleigh Railway Station for a trip to Totnes by steam train. At the station in 1989, a Discovery in Police livery, towed a train into the station.

After lunch at the railway buffet, the party took a cross-country route over Dartmoor, to where a room had been set aside for them at the Two Bridges Hotel near Princetown, for cream teas.

It was then time to bid farewell for another year, and with "we'll be back" from all the folks, it was time to go home.



## Car Show and Family Fun Day at Longhope. 13th September.

I don't usually travel very far to a classic car show, sometimes to Northumberland, Co. Durham, or Teesside. (I go into Lancashire when the Ashburners allow me in and stamp my passport !!. The War of the Roses is still active in parts) But a trip to the Forest of Dean beckoned, because I could tie it in with a visit to my sister in Herefordshire.

It was also an invitation from Julian Lamb of the CVC Register, for the PJPJG to display Discoverys which were originally registered by Land Rover Ltd

The M-CVCs registered Range Rovers are the equivalent of our G-WACs, in respect of the launch of the Range Rover P38 in 1994. Currently they are a much-maligned model of the Range Rover stable.

Members of the CVC+R have now taken a keen interest in any factory registered Land Rover, and have morphed the CVC name to mean 'Company Vehicle Collection and Register'. A new CVC website is being developed. Julian had not previously seen the pre- pro 5-door, G513DHP, so I decided to have a run in her to Longhope in the Forest of Dean.

Food and drink were on offer and there were various stands with goods to sell. Aliens dropped in to see us, to the amazement of the children. The entry to the Fun Day was free of charge, but a bucket for contributions was available at the gate.



There was a big display of classic cars, and the display of factory registered Land Rovers was quite impressive. Chris Lowe from Somerset and I had our Discoverys on display; there was a L322 Range Rover, two R-BAC registered Freelanders, one in Camel Trophy colours, and a good selection of the M-CVC P38 Range Rovers. All originally factory registered cars.

A good day out meeting folk and having a rest in the sunshine.

G513DHP is fitted with a 3.5 V8i, and is a joy to drive with its smooth torque and power. The round journey of 450 miles was covered with ease and with a fuel consumption of 20 MPG.



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**Current known owners of launch cars. @ October 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	Jon Chester
G494WAC	Mark Harrow
G496WAC	Rob Ivins
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G531WAC	Ashley Culling
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 & C60JKG	Philip Bashall (The Dunsfold Collection)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G226EAC (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G266BJU (5-dr)	Lee Haines	G406WAC	Keith Britton
G513DHP (5-dr)	Project Jay Preservation Group	G410WAC	Alan Young
G87 WAC (LR90)	Chris Simms	G563WAC	David Spirret
G97 WAC (LR90)	Ted Billington	G584WAC (RR)	Sharon Paige
G279WAC	Neal	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 (LR90)	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox	G635WAC	Alec Gatherer
G323WAC	Colin Crookson		

**Some other factory registered cars.**

G580BKV	Patrick Berry	G628BKV	Alan Young
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**Other early cars**

G28 RMW	Glyn Jones	G834FPR	Sue Virgin
G39 WJD	Bob Jolleys	G843FPR	Jon Isacc
G41 VHA	Simon Tinkler	G892VPM	Mike E Hall
G43 KWO	Victor Mitchell	G907VYT	Alan Young
G67 RYJ	Alan Mitchell	G923PUE	Nigel Burland
G101GEL	Robert Hoskins	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G950CAF	Elvet Price
G234CBG	Dan Hunter	G987LKU	Andy Greer
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H367OBE	Dave Mummery
G441WPX	Mark Harrow	H776POJ	Duncan Campbell
G442AJM	Scott Seacombe	H871EWK	Mark Hardwick
G456AVT	A Burchel	J140OAC Ambulance	Neil Witt
G553OWD	J Herod	J463HVK Ambulance	William Wallace
G580PNU	Ian Rawlings	AZ-829-TJ	Raymond Bechetoille (France)
G577GTY	Craig Pusey	3656 TW 24	Keith S L Daffern (France)
G711YRY	Derek Henman	Formerly G531DHP	
G757SGX	Paul Bishop	LA DC 502	Dr. Hofmann (Germany)
G767NRH	David Ashburner		

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

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