



Patrick's G580BKV

G-WAC Notes

From the
Project Jay Preservation Group

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



Alan's G628BKV

November Notes

A warm welcome to Andy this month, with G436GUY. Andy bought the early D1 specifically to restore and run.

First registered 15th February 1990, a 200 Tdi in red. Has been a farm hack and off the road for a number of years and is badly knocked about.

We hope to have a few pictures and hear more about her as the work progresses.

As this is the 100th issue of the Notes, I would like to thank all the contributors for their words and pictures over the years, and look forward to future articles for inclusion.

The Gaydon Heritage Motor Centre, now re-branded British Motor Museum

The Heritage Motor Centre has announced more details of its expansion, along with a name change to the British Motor Museum, to reflect the improvements and its new Arts Council 'Designated' status, which confirms the national and international significance of its collections.

There are two distinct projects underway, the first to the main museum area, utilising a £1.1 million investment from the British Motor Industry Heritage Trust. This will see a complete transformation to the museum, starting with an introductory gallery in the new visitor entrance, which will then flow into a revamped display area split into themed zones, including movie cars, prototypes and sports cars.

Some of the cars will be displayed on plinths but the museum staff are keen to point out that the current ethos of allowing visitors to get close to the exhibits won't change, and the new 'Time Road' display will allow visitors to look under open bonnets and to try out new interactive exhibits.

The second part of the expansion project is the all-new Collections Centre, which will store around 250 vehicles from the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. The £4m cost of this has been supported by the Heritage Lottery Fund, Jaguar Land Rover and the Garfield Weston Foundation, as well as the trusts already mentioned. Tours of the new Collections Centre and the museum workshops will be included within the museum price.

The museum will be closed from November 30th for the final stages of the revamp until its grand reopening on Saturday 13 February 2016.

Front inner wings.

The inner front wings on our G-WACs have a plethora of pre-drilled holes that are not used, and are covered with small round plastic discs.

I have compared the holes on my Tdi, G526WAC and my V8, G478WAC, and see no reason for all the spare holes. Does anyone know why all the holes are there? Perhaps they are something to do with the fact that the wings were also used for the Range Rover of that era.

Aftermarket wings naturally have no holes and are therefore quite noticeable as non-original when

you lift the bonnet. If you have had to weld some new metal to a basically good original wing, the omission is quite noticeable.

These round plastic discs are still available as part number 19089, from the Land Rover Dealers, or from Rimmer Bros.

When fitted they just make the wing look

more like an original.

They are packed by Land Rover in packs of 10, for about £3.00, and just put the finishing touch to your repaired wing, even without drilling the holes !!



PETER JAMES INSURANCE.

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Another G-WAC. But with a Range Rover badge this time. G175 WAC

It was not until 1986 that Range Rovers gained diesel engines from the factory, the VM diesel from Italy. An efficient 2,393 cc inline-four, was made available as an option to the V8 petrol.



The VM engines were highly advanced and refined diesel engines for their time but were received poorly by the UK press, who tended to compare their performance to the V8 models. The 200 Tdi replaced the VM engine in 1992.

Initial research reveals that G175 WAC was first registered to the factory in August 1989, fitted with a 200 Tdi engine in this period. Possibly a test car for the engineering work needed to fit the 200 Tdi in place of the VM.

It was found in a scrap yard south of Sterling in Scotland, where it had been for several years.



My plan is to have it on display at the NEC Classic Car Restoration show in March next year. It should be running by then but not restored.

Julian

G601 WAC for sale.

Built in December 1989, registered 3rd January 1990. 200 Tdi in Zanzibar (Silver) with original stripe decals. 165,000 miles. 7 seats, MoT to 27th March 2016. Recent cambelt, rebuilt injector pump and lift pump. All the usual welding done, sills, boot, rear wheel arches. Suspension and brakes overhauled. Currently taxed, so can be road tested, in Somerset. Offers around £3,000 for this factory registered Discovery. Chris. 07809 646778. lowechris40@gmail.com



Current known owners of launch cars. @ November 2015

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC & G490WAC	Jon Chester
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
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
G97 WAC (LR90)	Ted Billington	G563WAC	David Spirrett. (Camel)
G175WAC (RR)	Julian Lamb	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	G767NRH	David Ashburner
G39 WJD	Bob Jolleys	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Alan Mitchell	G907VYT	Alan Young
G101GEL	Robert Hoskins	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G234CBG	Dan Hunter	G950CAF	Elvet Price
G374UYR	Jack Straw	G987LKU	Andy Greer
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G436GUY	Andy Jones	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)

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

<p>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</p>	<p>Issue 100 November 2015</p>
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