



Sue's G834FPR

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 G603WAC

May 2012

There are many one-model clubs/registers in the Land Rover world, the Discovery Owners Club is one, but how many of these clubs have members who are dedicated to the restoration or preservation of a particular model of Land Rover?

A number of Land Rover clubs are members of the Federation of British Historic Vehicle Clubs Ltd., so I would expect the members of these clubs to be enthusiasts of the marque, perhaps not restorers, but enthusiasts of the model who enjoy the social side of the club.

On my email list to receive copies of our G-WAC Notes are Julian Lamb, of the CVC Register and Mark Bray of the Range Rover Two Door Club, both are into restoration.

On Mark's website, he has notes about the Velars, and gives advice on starting the restoration of a 2-door Range Rover. Julian's website includes pictures and descriptions of his M-CVC registered Range Rover P38a press launch cars. Julian is dedicated to finding other Range Rover P38a press launch cars, in the hope that owners will keep them roadworthy.

The Dunsfold Collection is the largest collection of pre-production and prototype Land Rovers in the world, and has a number of factory demonstrator and launch models in its care. A visit to the Open Weekend next year, 15th-16th June is a must.

www.rangerovertwodoorclub.co.uk

www.cvcregister.co.uk

www.dunsfoldcollection.co.uk

The first Discovery off the assembly line

It has been on show at Gaydon many times, but never registered for the road, until March 2012.

Now registered as F981ENV, it took part in the 1,000,000th Discovery Overland Run to Beijing.

Another early production car, in Camel Trophy colours, was also registered at the same time, with the registration number F980ENV.

According to the DVLA site, both cars have been registered for six months with a DoL (date of liability) of 01.09.12.

Shame that they used Northampton area plates instead of the usual Coventry plates.

405 and her greatest fan

A picture of "Gloria" with her greatest fan Nel. I use Gloria every day for my building work.



She was immaculate when I got her but the sea air in Pembrokeshire, and general use, have taken their toll. Basically a sound car and has never broken down in any way.

Last MOT (May 2011) she did need her first bit of welding but apart from that she is fine and dandy.

Harry



The M-CVC Range Rovers

You all know about the G-WAC Discoverys, but do you know about their younger sisters, the M-CVC Range Rovers?

When the P38a Range Rover was launched in August 1994, Land Rover had a batch of approximately one hundred pre-production and early production vehicles registered. These vehicles were registered in a sequence from M201CVC to M299CVC and used for the international press launch at Cliveden House.

A new group and website has been formed by Julian Lamb (a qualified Industrial Archaeologist and hands-on Range Rover restorer) to promote interest in the preservation of surviving prototype and press launch P38a Range Rovers. His interest in Range Rovers dates back to the 1980s and his first 'historic' example was a Velar prototype, which he owned for two years in the mid 1990s. This was soon followed by another very early 1970 Range Rover, ELA830J chassis number 48, which he fully restored and still owns. More recent projects have included a CSK and the restoration of a prototype 1992 200 Tdi.

Towards the end of 2009 Julian started to think about his next Range Rover project and decided to look for something different; and thought an original 1994 press launch P38a Range Rover would be an interesting challenge. He was surprised to find that nobody else at that time appeared to be preserving or restoring these press launch vehicles.

Julian began searching for a press launch P38a to preserve, and in January 2010 found M270CVC, an Epsom Green 4.6 HSE. He commenced M270CVC's conservation and refurbishment and also embarked on a parallel project to create a register of all the other surviving press launch P38a Range Rovers. More recently he has added another press car project to his collection: it is M208CVC, a prototype 2.5 DSE model that was built on a dummy production line in the Spring of 1994.

Over the last two years Julian and his fellow CVC enthusiasts have found fourteen CVC press launch cars and contacted the owners/sellers to raise awareness of these historically important vehicles: some are interested, others not-so. Research now suggests that up to twenty of the original 100 CVC registered press launch cars could still exist, either on the road, hidden under a private plate or on SORN.

There is now a growing number of Range Rover enthusiasts who now share an interest in the P38a Range Rover's development and press launch cars; they believe they are one of Land Rover's most iconic vehicles: It was Land Rover's last all-Rover-designed vehicle and only in production for eight years. It combined traditional Land Rover DNA, such as a separate chassis and beam axles, with the very latest cutting-edge technology available in the early 90's.

G-WAC and CVC enthusiasts have much in common and it would be great to share our interests in these prototype and press launch Land Rovers. Perhaps a joint show display for press launch and prototype, perhaps at the Dunsfold Open day next year, or a pub meet from time to time?

Drop a line to Julian at the CVC Register; he would be delighted to hear from you. www.cvcregister.co.uk



Current known owners of launch cars. @ May 2012

G457WAC	Mark Wheatley
G459WAC. (Amphibian)	Land Rover
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC & G526WAC	Roy Preston
G469WAC & G524WAC	Lee Barnett
G470WAC	Frank Elson
G478WAC	Meghan Timmins
G480WAC, G482WAC & G486WAC	David Ashburner
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb

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

Other known launch cars on DVLA site

G466WAC, G477WAC, G494WAC, and G525WAC

Other pre-production, G-WACs and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker
G226EAC	Discovery Owners Club
G513DHP	Project Jay Preservation Group
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known
G405WAC	Harry Harrison
G406WAC	Keith Britton
G410WAC	Robin Jeffery
G563WAC	David Spirrett
G601WAC	Richard Haynes
G602WAC	Owner not known
G603WAC	Ian Redfern
G610WAC	John Stuart-Gay
G635WAC	Alec Gatherer

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G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G67 RYJ	Foley S V Ltd.
G101GEL	Tim Evans
G324CBG	Robin Jeffery
G442AJM	Scott Seacombe
G553OWD	J Herod
G656RYB	Graham Welch
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892VPM	M E Hall
G942UTT	Keith Taylor
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC Ambulance	Neil Witt
J463HVK Ambulance	William Wallace
3656 TW 24	Keith S L Daffern (France)
AZ-829-TJ	Raymond Bechetoille (France)
Camel. Awaiting export to the USA	Robert Blanchard (USA)

Discovery II - Project Tempest

The D2 had its public preview at Land Rover's North American HQ on 30th April 1998, which coincided with Land Rover's 50th anniversary, and was officially launched at the Paris Motor Show on 29th September 1998.

Part of my own collection is S210KHP, a 1998 D2, registered in August 1998 and used on the press launch in Scotland.



S221KHP a similar vehicle to my own D2, also used in the 1998 press launch.



On sale from 21st November 1998 in the UK, and in the New Year for elsewhere.

A press advert shows a D2 in Kinversand Gold, a new colour for the new Discovery II.



LAND ROVER NEW DISCOVERY Td5 XS

Whilst it looks very similar to the Discovery that it supersedes, the only part that both vehicles share, is the tailgate.

Graham

News of 534

At last here are some pictures of 534, having been exhumed from two years hibernation and all back together.

As always it looks better in pictures than in real life; numerous paint flaws, scratches, ripples and dents, most of which are too small to show up.



Having said that, "It is all there" including TWO perfect rear tailgate door pockets and all the other



early parts that it should have, like the correct early style spare wheel cover.

It has a brand new steering wheel and it has lovely fake wood trim around the dashboard switches and radio; I think they 'up-spec'd' mine as it has rear window blinds on all the rear windows.

It is going to Paul Atkinson's soon for a few mechanical jobs; get the electric windows working properly and (hopefully!) its first MOT for three years!

Nic

Paint colour for seat frames

Does anyone know of a spray can the correct colour?

I seem to recall that someone found a Rover car colour at Halfords that was a very good match.

Roy

G101GEL

First registered 7th July 1990 by Ottons of Salisbury to Mr Daniel, (It still has their sticker in rear window and a tax disc holder) and from September 1993 to Mr Nicklen. Then to Mr Foster from January 1998, and then to me from October 2005.

Vehicle has been based for all its time in South Wiltshire and New Forest area of Hampshire. I have the service book all signed up and a large file of receipts for any work done on it. The earliest receipt is dated January 1991, for an extended warranty from Ottons.

It has had the usual shocks and bushes changed, various seals and two clutch changes. There has also been work on the engine, which involved a cylinder head overhaul prior to my ownership.



Since in my possession it has had the rear floor, both sills and two body mounts replaced. The springs, shocks and suspension bushes changed, the head gasket changed and the power steering pump.

I have the original bag that was fitted instead of a cubby box and the handbook folder, both are colour co-ordinated with the interior. Current mileage as at May 2012 is 144800, which appears to be genuine.

Tim

J140OAC

What better use of a Bank Holiday weekend than to finish getting all the graphics and associated glue off the bodywork.



New monochrome colour scheme is coming on - all the blue plastic covered up. The ambulance is now road legal, if a little tatty.

Now waiting for Les the welder to have a free slot to sort the guttering, then the real work can start.

Neil

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Telephone:0121 506 6040.

www.peterjamesinsurance.co.uk



G-WAC Notes on websites

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[Home of the Project Jay Preservation Group](#)

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www.g-wacdiscoverys.net

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Brian Radford, of Northmead 4x4, is keeping up-to-date with a copy of the Notes on his website. All the back issues from the start in May 2007 are there.

He also has another website to advertise Classic Rallies and shows.

NORTHMEAD 4x4

www.northmead4x4.co.uk/gwac_discoverys.htm

www.classicrallies.co.uk/index.htm

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