



Dion's G611WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

**A News Sheet for those who are interested in  
the factory registered G-WACs.**



Jack's G612WAC

## December 2021

It is six months since I last emailed the Notes out to all my followers, but as 2021 closes I thought that I should leave you all with a reminder that the Notes from 2007 to this issue can be found on our PJPG website.

There is a lot of interest now in the early Discovery, and quite a few rusty ones have been found in a terrible rusty state but are gradually being brought back to life by a growing band of enthusiasts.

Our first show will be at the Practical Classics Classic Car & Restoration Show at the NEC in March, where we will have a good showing of tidy Jays, and not so tidy Jays. The theme of the show is restoration, and we have plenty of exhibitors ready to show how they are getting on with their efforts.

Thank you all for your continued interest and I wish you all a Happy and Prosperous 2022.

Roy

## Frank's blog. December 2021



Another six pages from Frank, about 300 words per page, I don't know how he does it, I have a struggle to get two pages done on the Notes. This month he tells stories about his experiences at various customs posts when traveling abroad

Have a look at <https://frankelson.home.blog>

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## G612WAC for sale

I recently found and purchased G612WAC, and had intended to bring it to Spain, where I live, but with import and transportation problems I have decided to sell.

Currently registered under G738 CLH, I sent the VIN to the British Motor Museum, and they came back to say that it was first owned by Land Rover and registered in Coventry. Colour is Marseilles blue, a 200Tdi, 3-door VIN number SALLJGBF7GA410463.

The car needs a lot of work. No engine but does have its gearbox. The boot floor is rusted, passenger side floor and both sills will need replacing. All arches and body panels look good. The interior is complete and original.



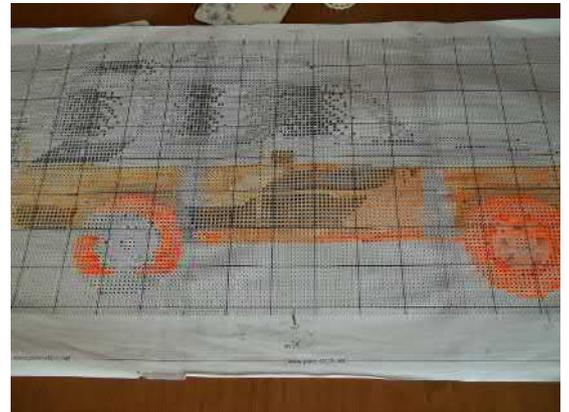
Stored currently in Crawley, Sussex. The lovely lady I bought it from is a Project Jay fanatic and said that the car had been sitting in a field for 12 years and was bought by the previous owner for the engine.

If anyone is interested in this project, please email me on: -

Jack Travers <[jacklewistravers@gmail.com](mailto:jacklewistravers@gmail.com)>

## Cross-stich work

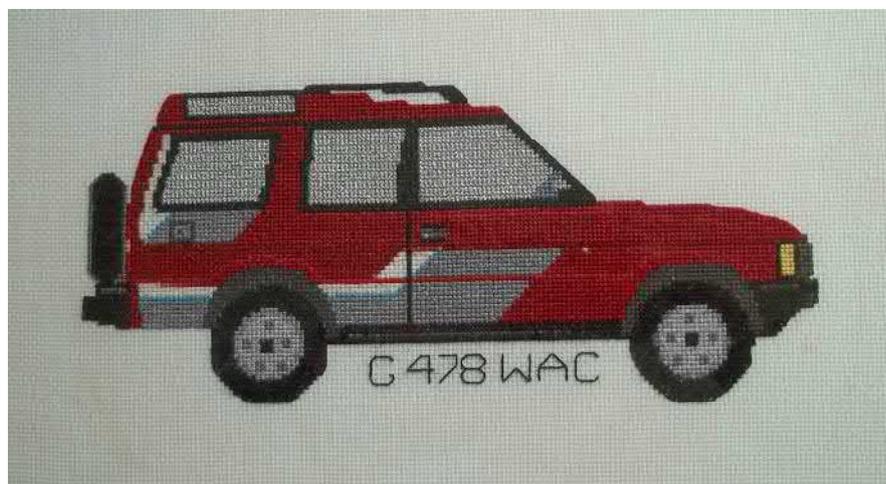
Daphne has always been very good at cross-stich work, and made many pictures of landmarks that were visited on her travels as a rambler. A picture of Yew Tree Farm, one of Beatrix Potter's houses in the Lake District is a typical example.



With our interest in the Jays very much to the fore, it was bound to happen that a cross-stich of a Jay would be on the cards. G478WAC was chosen as the model, mainly because a picture of a red Jay is always very eye catching



The work was started in October 2020 and by January 2021 there was a report in the January issue of G-WAC Notes of the work already done. (See [G-WAC Notes January 2021.pdf](#))



Without charting every minute and every hour of work on the canvas, (the canvas is called aida), it has taken approximately 250 hours to complete. It was October this year that the picture was completed and framed.

## Rivet counters (Jay type)

If you are not sure what a rivet counter is, just search 'Katy's Land Rover rivet counter' and Katy will give you the answer.

Here we are talking about the differences between the pre-pro Jays and the regular production runs down the assembly line.

There are three items for which I can find a reason, others I can only speculate why the changes were made.



The first is a very noticeable change, the demister vents in the corners of the dash were absent from the pre-pros, added to help clear the screen. The second is a change of diameter of the rear suspension bottom link. During tests, someone reversed rather heavily over a high kerb, or other obstruction, and because in this situation the links were in compression they bent. The diameter of the links was increased from 1 1/16" to 1 1/4".

The centre console bag had a horizontal fastener slot in the tab, which with rough handling would split across the tab, changing the slot to the vertical gave more strength to the tab.

I can only speculate why moving the bonnet pull from the right side to the left side took place. Perhaps it was to help people who are mainly right-handed, to reach the puller.

The first spare wheel carriers had a circular indentation pressed into the face, perhaps they were cheaper to make without the indentation?

The engine oil dipstick on the early 200Tdi (Gemini) engines were very short vertical ones close to the exhaust manifold. Later ones were longer, entering the dip stick tube horizontally away from the exhaust manifold.

Why the following changes were made is not clear.



Two extra rows of stitches were added to the seat squab. The rear tail-door lock cover was changed from a shiny black finish to a rippled finish.

Re-design of the front seat headrests were carried out. The black plastic sill cover was of a tubular construction, later they were open. The oil filter cap on the early 200Tdi engines were coloured green, later ones were yellow.

Knowing how strapped for cash L R was at the time, they would not scrap the pre-pro bits, but use them up on the assembly line, so it is possible the 1990s G and H registered Jays could come out of Lode Lane with these bits fitted. If you are about to scrap an early Jay, be sure to check that you are not destroying some rather unique parts.

## Current known owners of G-WAC registered Land Rovers. December 2021

For the launch or the Discovery there were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC. Only 22 are known to survive

G457WAC	Tdi	GA382997	Corallin red	Famous Four. Lincolnshire
G459WAC	V8	GA383001	Davos white	The Dunsfold Collection. Surrey
G461WAC	Tdi	GA381742	Caracal black	Sold to the USA
G463WAC	Tdi	GA381744	Davos white	Ian Rawlings. (Camel training Hack)
G465WAC	Tdi	GA381747	Marseilles blue	Jack Straw
G469WAC	V8	GA381755	Windjammer blue	Jon Chester
G470WAC	V8	GA381740	Windjammer blue	Rob Stewart
G477WAC	Tdi	GA385690	Zanzibar silver	Mark Harrow
G478WAC	V8	GA385691	Foxfire red	Roy Preston
G480WAC	V8	GA385693	Davos white	David Ashburner
G482WAC	V8	GA385695	Davos white	David Ashburner
G486WAC	V8	GA385699	Caracal black	David Ashburner
G488WAC	V8	GA385703	Davos white	Robert Blanchard (USA)
G490WAC	V8	GA381737	Mistrale blue	Jon-Luke Masters
G494WAC	V8	GA387686	Mistrale blue	Mark Harrow. (Camel training Hack)
G496WAC	Tdi	GA387688	Mistrale blue	Rob Ivins
G510WAC	V8	GA387692	Arken grey	John Davies
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC	Tdi	GA389241	Marseilles blue	David Ashburner
G526WAC	Tdi	GA389243	Marseilles blue	Roy Preston
G531WAC	Tdi	GA393354	Davos white	Ashley Culling
G534WAC	V8	GA393359	Zanzibar silver	Rob Buckland

### Other Discoverys with the G-WAC registration numbers

G301WAC	Tdi	Red	Ashley Price
G302WAC	V8	Blue	Sold to the USA
G308WAC	V8	Blue	Robin Gray
G309WAC	V8	Blue	Jamie Firrell
G310WAC	V8	Blue	Mark Simpson
G311WAC	V8	Blue	Ivor Ramsden
G312WAC	V8	Blue	Jochen Baldamus
G314WAC	V8	Red	Owner unknown
G316WAC	V8	Silver	David Maingot
G323WAC	V8	Blue	Colin Crookston
G405WAC	Tdi	Blue	Harry Harrison
G406WAC	Tdi	White	Sean Dawson
G409WAC	V8	Blue	Bill Polintine
G410WAC	V8	Blue	Alan Young
G563WAC	Tdi	Red	Jon-Luke Masters
G601WAC	Tdi	Silver	Julian Lamb
G602WAC	Tdi	Silver	Mark Harrow
G610WAC	Tdi	Blue	Stephen Preston
G611WAC	Tdi	Green	Dion Johns
G612WAC	Tdi	Blue	Jack Travers
G618WAC	Tdi	Black	Steve Ducker
G635WAC	Tdi	White	Tim Lavercombe

### G-WAC Land Rovers

G72 WAC (110)	Tdi	Green	James Davidson
G84 WAC (90)	Tdi	White	Mike Smallbone
G87 WAC (90)	Tdi	Green	Chris Sims
G90 WAC (90)	Tdi	Green	Owner not known
G91 WAC (110)	V8	White	Matt Lister
G93 WAC (90)	V8	Grey	Steve Hattersley
G97 WAC (90)	Tdi	Green	Ted Billington
G110WAC (110)	Tdi	Green	Ben Freer
G247WAC (110)	Tdi	Green	Owner not known
G347WAC (110)	Tdi	Brown	Ron Boston
G553WAC (90)	Tdi	Red	Gary Smallbone
G607WAC (90)	Tdi	Black	Richard Satchwell
G617WAC (90)	Tdi	Grey	Gary Bryans

### G-WAC Range Rovers

G22 WAC	V8	Silver	Barry Masters
G175WAC	Tdi	Green	Julian Lamb
G179WAC	V8	Silver	Roger Fell
G180WAC	V8	Red	Guy Butler-Henderson
G361WAC	V8	Blue	Julian Lamb
G584WAC	V8	Blue	Sharon Paige
G592WAC	V8	Black	Alex G Cameron

Changes of ownership for G301WAC. G612WAC and G90 WAC are new finds this month

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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

Issue 173 December 2021