

# G-WAC Notes



From the  
**Project Jay Preservation Group**

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

**January 2023**

A happy New Year to all our followers.

Patrick is sorting out some classic car shows to attend, The NEC Restoration show in March is our first, so if you want to exhibit your Jay on our stand, please keep an eye on our website to check the Calendar. Only paid-up members are covered by our PLI.

If any Jay enthusiast is looking for a project, then please let me know, perhaps there may be a G-WAC available on my books.

Roy.

## **GxxxBKV registered Discoverys**

In the early 1990s, there was a big demand for Jays by the Land Rover dealers and the press, for use as demonstration vehicles, and as staff cars. Land Rover registered a group with the registration numbers in the GxxxBKV series..

In my opinion, these Jays are as important as the G-WACs to the history of the introduction of the Discovery to the Land Rover marque, Some interest is developing in the restoration of them as a Jay worthy of preserving.

I have nine pictures of them including one of the pre-pro 5-doors G515BKV.



## **Dan's G601BKV**

Only six of them which in my picture gallery, appear on the DVLA GOV.UK website, and only one is taxed and tested, that is Dan Clark's G601BKV.

Dan did a body off restoration last year and an article about his work was published in the July 2022 issue of the Land Rover Owner International magazine. The article was titled 'Night and Jay'

Dan is now working on Patrick's G580BKV in readiness for the classic car show season this year, and when completed Dan will then have my Mpi to weld and prepare for an MoT.

Roy

## **Patrick's G580BKV**



## LRM spares day at Malvern

The event was not exactly a Land Rover show, but we were kindly asked by Steve Miller of LRM if we would like to have a stand at the event to promote our club. Taking place at Malvern's Three Counties Showground in Worcestershire, the event was all indoors with wide walkways, and ample space for social distancing requirements. For visitors arriving in a green oval badged vehicle from 1948 to 2021, there was VIP parking.

There were lots of stalls selling Land Rover and 4x4 spares, tools, accessories, camping equipment, work wear and clothing, as well as motoring consumables and auto jumble parts from all eras. A perfect place to pick up a bargain or that longed for missing or obsolete spare.

George Brogan had his L773OWU on show too, and we were kept busy with visitors. It was good to meet members Mark and Charlie, Rhys and his family, and Tim and Haddow,

The January issue of Land Rover Monthly has a report of the event and a picture of G513DHP is shown on page 86.

Roy



## G406WAC Restoration update

406 Is now at my new workshop although not inside as the doors are too narrow to fit a Discovery through! She is under a waterproof cover until I can get a roller shutter installed, in the meantime I have been preparing the workshop for when I can work on my cars again.

So far, I have fitted new roof lights, which was a first for me, and my next task is putting a gate on the end of the compound to make sure all my possessions are safe and secure. The gate is one that I have made, and although it is not the prettiest it should last a long time!

Then I will be focusing on building a new workbench and storage areas for my tools and spare parts (which, thanks to many shows and parts days, have seemed to pile up rather quickly).

I have already completed quite a few jobs on 406, including welding the boot floor and surrounding areas, welding the passenger side sill, which I am debating re-doing with a thicker box-section steel, also welding the passenger side A pillar and the passenger side footwells.

Now currently undertaking the large task of re-welding the inner wings. New panels were fitted, but unfortunately these were done incorrectly (10-15mm out of plumb). After this I will be moving to the driver's side sill and rear footwells.



Curiosity got the better of me and I decided with the help of my boyfriend and fellow jay enthusiast Iain Walton, to remove the rear quarter which proved to be easier than we anticipated as 406 seems to have left the factory with no mastic applied to the quarter panel!

We were very relieved to see that there was minimal rust behind the panel and with a bit of new paint she will be good to go!

With this work carried out I am hoping 406 will have received all her required welding and preparation for recommissioning by the early months of 2023!

406 is my first full project and I have already learned so many skills and I'm sure she will teach me many more before she is done.

I cannot wait to take her to some shows this year.

Kira.

**Current known owners of G-WAC registered Land Rovers. December 2022**  
**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 Vehicle)
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 Vehicle)
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 not known
G316WAC	V8		Silver	David Maingot
G323WAC	V8		Blue	Haddow Hales-Lavercombe
G395WAC	Tdi		Green	Andrew Bullas
G405WAC	Tdi		Blue	Richard Llewillin
G406WAC	Tdi		White	Kira Dawson
G409WAC	V8		Blue	Bill Polintine
G410WAC	V8		Blue	Alan Young
G562WAC	Tdi		Camel Sandglow	Paul Green
G563WAC	Tdi		Red	Jon-Luke Masters
G601WAC	Tdi		Silver	Julian Lamb
G602WAC	Tdi		Silver	Mark Harrow
G603WAC	Tdi		Camel Sandglow	Keil Ward
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**

G71 WAC (90)	Tdi		White	Graham Baker
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	Tim Lavercombe
G91 WAC (127)	V8		White (Ambulance)	Matt Lister
G93 WAC (90)	V8		Grey	Steve Hattersley
G97 WAC (90)	Tdi		Green	Ted Billington
G110WAC (110)	Tdi		Green	Ben Freer
G127WAC (127)	Tdi		White (Ambulance)	Owner not Known
G247WAC (110)	Tdi		Green	Owner not known
G347WAC (110)	Tdi		Brown	Ron Boston
G391WAC (90)	Tdi		Green	Owner not known
G553WAC (90)	Tdi		Red	Owner not known
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

## Spare parts, used and NOS

**Glen Dibnah** has diffs, door parts, bearings for heater motors, rebuilt callipers and door cards. NOS Stripe treatment. He also undertakes welding work. Located in Selby, North Yorkshire. 07801 550277.

**Ian Rawlings** has spares, trim, seats. Located in Eccleshill, Lancashire. [hsmb@btinternet.com](mailto:hsmb@btinternet.com)

**Paul Atkinson** at [paul@atkinsonbespokeengineering.com](mailto:paul@atkinsonbespokeengineering.com) has the rear disc brake shield, the wide early one, headlight boxes and other panels being made.

**Michael Bell** has NOS, mudflaps, callipers. Located in Spondon, Derbyshire. 07980 851144. [bellmichaelk@virginmedia.com](mailto:bellmichaelk@virginmedia.com)

**Roy Preston** has door internals, central locking actuators, door cards. Located in Harrogate, North Yorkshire. [roy@g-wac.com](mailto:roy@g-wac.com)

**John Havercroft** has a Jay in bits but would like to sell as a project. East London. 07771 90290

### **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)



## Camel Trophy Training Vehicles.

On page four of the December Notes, I refer to G463WAC and G494WAC as 'Camel training Hacks'. 'Hacks' is a term that I have seen used many times to refer to vehicles that were not originally used as competition vehicles.

Roger Crathorne was very much involved with all Jays before he retired from Land Rover Limited and has given me a severe 'slap on the wrist' for calling these very important 'Camel Training Vehicles' as 'Hacks', he emailed me his response : -

*"Thank you for sending me the G-WAC notes. Always interested to read that several new vehicles have been found to add to the list.*

*It's shame that you refer to the Camel Training Vehicles ( Hacks ) They were ex launch vehicles that had some slight damage during the launch.*

*Converted to have winches, tyres, sprayed in Sandlow etc to replicate the vehicles to be eventually used on the next event. This was done to make the selections more realistic and photographically in keeping with the Camel spirit.*

*They were used at Eastnor Castle for the International Selections and were not used in the way a 'Hack' would have been used in the factory for just hacking around the site"*

I'm sorry that I used the word and will make sure that it is removed from the next G-WAC listing, and I will apologise to Roger when he next visits our club stand at a show.

Roy

