



G-WAC Notes



A news Sheet for those who are interested in the factory registered G-WACs

June 2024

G526WAC has come out of hibernation this month and already been to two shows, with the Billing show to come at the end of the month.

Membership of the PJPG stays at a steady 90+ with five joining last month. Publicity in the Land Rover press is still quite active, there is a mention of the PJPG in the August issue of Land Rover Monthly. I believe that the shows and the Facebook pages are very useful in keeping the interest going.

Roger Fell's article about his Range Rover Classic G197WAC is very interesting. Perhaps it may give other G-WAC owners an incentive to tell us about their G-WACs ?

Billing Show. Northamptonshire. 29th-30th June.

Our next show is at the Billing Off Road Show where we have six Jays booked in to fill our allotted space. The address is Mill Lane, Little Houghton, Northamptonshire. NN7 1AL

Over 32 years ago it was decided to have a Land Rover Show at Billing Aquadrome in Northamptonshire. The venue, however, was lacking an off road course.

Richard Arrowsmith was approached by the show organisers to build a course for them, which he did using his earlier experience as a historic racing driver and engineer, and his personal knowledge of the land to guide him. Within just a few months - and in plenty of time for the show - the legendary Riverside Off Road Course had been created and built.

Around five years later, Richard built the Lakeside Course, it was originally for the Land Rover Experience demonstrations and product launches. As the Riverside Course became busier and busier, the public were swapped over to the Lakeside Course for the Billing Land Rover weekend.

The Discovery Owners Club will be there so come and enjoy a great day out for the whole family



G179WAC. Range Rover Classic

I can confirm that 179 remains operational in my possession as a daily driver, it was built 29th August 1989 and first registered 8th September 1989. A V8 3.5i with 'catflap AFM injection' version. Finished in Colorado Silver and released as a Vogue SE model. From the research at Gaydon it does appear "a *vehicle of interest*", since it could be the 'youngest 3.5i' which is operational and was produced during last days of output. I need to double check but I am sure it is a "matching numbers" vehicle other than the rear axle case which I changed due to corrosion of the diff plate.

There is a difference between DATE vehicle dispatched from the assembly line and DATE registered. These can be radically different. The 3.9i engine variant for the forthcoming new model year was already being used in production at the same time – these were the final days of the 3.5i.

My current task is to sort through the accumulation of salvaged donor parts which go with it. The current major task on the vehicle is to change all the suspension bushes front and rear – have got spare units built up ready to fit but not looking forward to the struggle

179 is in what I refer to as "good working vehicle condition" – i.e. runs perfectly well but needs TLC to tidy it up – or a full-scale non-economical refurbishment/respray to then have it as a preserved "vehicle of interest". I do not intend carrying out such full restoration work and suspect that I will keep hold of it for the little mileage I do these days. I have had a couple of prats who simply want to butcher it by changing engine etc – I think this would be a pity.

I have considered the option to sell to a future serious owner, and keep an eye on the Mathewson's prices – seem to show some calming down – and later Range Rovers have little interest. Older versions seem to be left unsold due to ridiculous valuation / expectation. I had considered wandering up to Thornton / Pickering to get a valuation estimate and putting it into auction.



The image was taken when I completed the first 'restoration' some years ago. Brakes, bearings, suspension were renewed – new fuel tank and most ancillary items in the injection circuit were serviced. More recently the ECU was refurbished – worth every penny. I do have the original factory number plates which I do not use on the vehicle – currently using a replacement set. There is no other paperwork other than usual V5 and Heritage Certificate plus bits of handwritten scribbling research at Gaydon.

Roger Fell

Current known owners of G-WAC registered Land Rovers. June 2024

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)
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	Classic Land Rover magazine
G486WAC	V8	GA385699	Caracal black	Craig Robertson
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)
G496WAC	Tdi	GA387688	Mistrale blue	Chris Hardy
G510WAC	V8	GA387692	Arken grey	Simon Lake
G511WAC	Tdi	GA389225	Arken grey	Colin Crossley
G524WAC	Tdi	GA389241	Marseilles blue	Alan Twell
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 notknown
G316WAC	V8		Silver	David Maingot
G323WAC	V8		Blue	Haddow Hales-Lavercombe
G347WAC	Tdi		Brown	Owner not known
G395WAC	Tdi		Green	Andrew Bullas
G405WAC	Tdi		Blue	Richard Llewillin
G406WAC	Tdi		White	Kira Dawson
G409WAC	V8		Blue	Bill Pollintine
G410WAC	V8		Blue	Alan Young
G562WAC	Tdi		Camel Sandglow	Paul Green
G563WAC	Tdi		Camel Sandglow	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	Gordon Pyrah
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	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		Red	Owner not known
G617WAC (90)	Tdi		Grey	Gary Bryans

G-WAC Range Rovers

G22 WAC	V8		Silver	Barry Masters
G175WAC	Tdi		Green	Julian Lamb
G179WAC	V8		Colorado 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

Classic Car show, Harewood House.

9th June

The Great British Motor Shows usually hold their Signature Classic & Performance Motor Show near to the Stockton Farm speed hillclimb at Harewood, but this year it was in the grounds of the house.

The club stands and the general exhibitors were well spread out, which made the show look a little sparse, but was better for being in a larger area at the rear of the house.

Harewood's history is still evolving – always changing, always striving to stay relevant to the present day. It must be alive, cared for by the people who inhabit it and enjoyed by the people who visit it. Harewood is a living history, one with many stories still to tell. Show exhibitors could visit the house free of charge, and many did so.



We had plenty of space for the five which I had requested, but on the day, we just had three on the stand. With 3-door and 5-door, and V8, Mpi and Tdi engines to show the visitors.

Patrick

The Castle Howard show 16th June

The Father's Day Classic car & Motor Show at Castle Howard, near Malton, North Yorkshire was organised by the Classic Shows company of West Yorkshire, and I had the first run out with G526WAC this year.



Patrick had booked a stand for five Jays, but only the regular three were present. It was a good selection for the visitors to view. 3-door, and 5-door, and the trio of engines. Mpi, V8 and Tdi. Visitors took newsletters and membership application forms.



The arena commentator called for owners to show their cars in date and type order and for the owners to describe any special attributes that the car may have.

I took 526 in to the arena for the 1980's section to explain that it had some special history, as it was one of the 86 Discoverys used at the launch to the press and dealers on Plymouth Hoe and the surrounding areas, in October 1989.

Patrick showed his Mpi in the 1990's section and pointed out the engine size was just under 2 litre capacity, to comply with the BIK (benefit in kind) tax for company car users, where personal income tax increased for the over 2 litre cars.

Dylan had intended to join Patrick in the 1990's section but was so busy with a crowd round his Honda that he was not able to break away from them.

The castle was open for viewing but the stand was busy all day so there was no time to spare to visit.

Roy.

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 ; -

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