



Current known owners of G-WAC registered Land Rovers. November 2025.  
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	Simon Lake
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 Tewell
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
G323WAC	V8		Blue	Haddow Hales-Lavercombe
G347WAC	Tdi		Brown	Owner not known
G392WAC	Tdi		White	Mark Harrow
G395WAC	Tdi		Green	Iain Walton
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
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		Red	Owner not known
G617WAC (90)	Tdi		Grey	Gary Bryans

G-WAC Range Rovers

G22 WAC	V8		Silver	Barry Masters
G175WAC	Tdi		Green	Rev Hoare
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

**The Lancaster Insurance Classic Motor Show at the NEC.**  
**7th, 8th and 9th November**

I had planned to take G513DHP, the pre-pro 5-door, but with all the other Jays booked in to the stand being 5-door, I decided to take G526WAC,

Open to the public for three days, Friday, Saturday and Sunday, the exhibits must be on the stand on Thursday and not removed until the show closes on Sunday, so it is quite a commitment for members to show at this event.

Patrick booked the stand through Clarion Events and the space allocated was for four Jays. Planning to show really starts on Wednesday to prepare the Discovery, and packing a suitcase for the trip. In fact, planning starts much earlier because hotel accommodation must be booked too.

The four Jays for the stand gave a good selection of models. Dylan's Honda Crossroad, Patrick's Mpi, Christopher's V8 and my G526WAC, and the selection of engines. Unfortunately on the weekend Christopher could not be with us.

Patrick's mum Helen, and his brother Nicky came in Helen's Citroen multi-seater, which was our taxi back and forth to our hotel each day. I am not driving very far just now so my son Stephen drove Daphne and me to the show in 526: he took the train home to return on Sunday to take us back home. The show was busy on all three days, Martin Smithson came to visit and looked well.

Some retired Land Rover employees who worked on the Jay development team came to talk to us saying that seeing our Jays brought back happy memories of their time at Land Rover Ltd.



## **Body off G486WAC**

She is nearing completion of a nut and bolt restoration by Malton Coachworks in North Yorkshire. I intend giving a full story of it once the work is complete.



The body was put on the rolling chassis last week so getting exciting now, but the chassis was initially condemned as unreparable.



I was very keen on retaining the original chassis, so a detailed and complicated restoration was done of the original chassis. In the meantime, I have a few photos for this issue of the G-WAC Notes



One of the most interesting finds was the word "JAY" painted on the axle cover which Malton took great care to preserve when reconditioning the axles.

Craig

**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](mailto:roy@g-wac.com) or post your address to ; -**

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