



Lee's G524WAC

# G-WAC Notes

## A News sheet for those who are interested in the early Land Rover Discoverys



Andy's G406WAC

### October 2011

The Discovery 22nd birthday party took place at Plymouth on 15th -16th and was a very pleasant weekend again with good weather. This is the third year that the Discovery Owners Club has returned to The Hoe to celebrate the launch of the model, and with such slick organisation with the ferry, Mount Edgcombe Estate, the Hoe and The Two Bridges Hotel, how will they be able to better it for next year and for the 25th birthday party in 2014?

Ian's article about the 5 door shows a passion for these early cars, a passion which I and others share, why would Ian spend so much time and money on 463 (it was a Camel training hack, so a bit more special than other G-WACs) and why does David own three G-WACs, if they didn't wish to see them saved and at some time restored to their former glory? Perhaps there is a long-term financial gain to be made when the classic car enthusiasts start to think about the Discovery, but that is a long way off yet

### More work on 308

Well I have been working away on G308WAC between other jobs and now almost completed it. It should be classed as re-commissioned, rather than restored.

Repairs were needed to a large section of the nearside inner wing, and the electrolysis corrosion around the skirt panels. I have also refurbished the front end, replaced the alloy wheels with a nice set of original steel wheels, given her a full service and that's about it really

I intend to do some more preservation work underneath with a good coat of waxoyl, give the body a good polish and the interior a good clean up along with a rear end refurbishment of the bumper, tow bar etc.



Plenty to keep me going through the winter months.  
Graham.

### G registered 5 door

I've known about this one for a week or so, it was on ebay, item 260877137075, and I spoke to the owner and gave him some friendly advice, as we do in our club. We have gathered quite a bit of info on the G-WACs, press fleet or otherwise, but we don't know quite as much about the early 5 door, except that they are quite rare and collectable. He is asking £2000 for a car with no tax, MOT, not run for X amount of years and has twin sunroofs!!



My bid of £376 at the time was basically to try to save it from being scrapped, though I had an inkling what kind of person I was dealing with when he said he thought it was worth in the region of £2000, and if it didn't make that he would scrap it! The sale closed at £376 but I would have gone to £650.

I gave him as much honest information as I could, based on what he supplied to me, reg G513DHP, chassis number SALLJGML7HA443489. I told him, which I stand by, that in my opinion it was worth in the region of £500 to £750, mainly because of its provenance over other earlier Discoverys. When I asked what the condition of the inner wings, sills, rear floor etc were like, he replied that he had not even looked, but it was rare!!

No matter what I said to him, he was convinced that someone will give him £2000 for it, well good luck and if anyone is able to spend that on saving this Disco then I will be delighted.

Sometimes I just hate ebay, it really does spoil it for the enthusiast far more than it benefits them, how do people like this seem to come across cars that we go out of our way to save, it really gets me down when we put all our time and effort into a car that will never be worth the sum of what we spend, but we do it because we love the cars and want to preserve them for future generations.

Anyway, rant over, if anyone is in the area of Royston, Hertfordshire, then please do go over and take a look at it so at least we can get an honest appraisal of it. It does run by the way.

Ian (frustrated from Lancashire)

## Discovery birthday party, Plymouth 15th-16th October.

It was the brainchild of Graham Bethell in 2009 when he had the idea of a return to the Hoe in Plymouth to celebrate the launch of the Discovery in 1989, where 86 new Discoverys were assembled for the press and dealers to view and test drive over a few days.

Due to a communication problem with the authorities in 2009, only one Discovery was allowed on the Hoe, and that was because it could display a Blue Badge. For the 21st birthday in 2010, Lee Hayward and Ian Williams were given permission by the authorities to re-enact the launch, and 77 Discoverys assembled on a fine morning.



Roll forward to 2011 and the party took place again, starting on Friday 14th where a group met at The Butchers Arms, St Ives, for a run out to some green lanes in the Cornish countryside. Knobby and Gary put the route together and navigated the group around some very scenic lanes.

On Saturday morning participants started to assemble on the Hoe at 9.00am, where Ian and Lee and their band of helpers were busy lining up all the Discoverys and completing the booking-in forms. By 10.30 all the cars were lined up and made a magnificent sight. Roger Young, the local Land Rover Dealer had an Evoque and a Range Rover on display

We left the Hoe at noon to cross the river by the Torpoint ferry. After a stop at the car park near to the Tregantle Fort we went forward to rendezvous at the Mount Edgcumbe Estate, where we settled at the waterfront for a while. Before leaving the estate we had an off-road excursion through the deer park.

At the 2010 event a local gentleman, Laurence, came to the Hoe and told us that in 1989 he was in charge of cleaning the windows of all the Discoverys at the end of each day,. (see the October 2010 Notes)



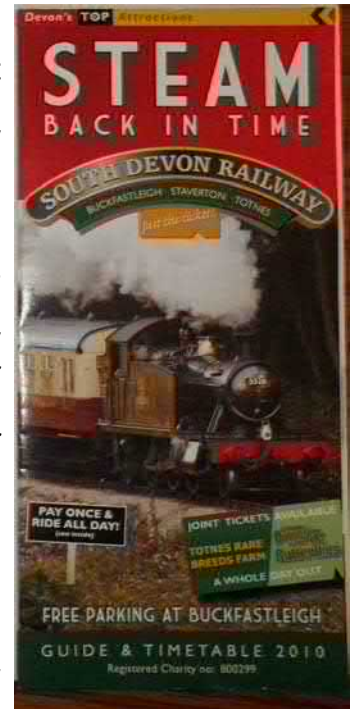
At Mount Edgcumbe this year, Gary Bryans, another local gentleman, recognised G526WAC as a launch car. He introduced himself and showed me a picture, which was stored on his iPhone, of a photograph that he had taken in 1989 of his grandfather posed at the side of 525.

After a pleasant afternoon in the sun we made our way back to Plymouth to get ready for the party. The party took place at The Millennium House, St. Ives, with a nice relaxing disco. We enjoyed an evening meal of Cornish Pasties and chips, together with a finger buffet, provided by Kelly and helpers. The raffle raised £550.00 for local charities, Shelterbox UK and Devon and Cornwall 4x4 Response.



Tesco car park. Lee Mill.  
Sunday morning

The bright Sunday morning saw us on the move again with a start at the Lee Mill Tesco Superstore, where a number of families had a hearty breakfast before heading off to the South Devon Railway at Buckfastleigh. The 10.45 train to Totnes was soon booked up by the influx of Discovery owners, and the porters arranged a ramp for Margaret and wheelchair, to gain access to the luxury guards van, which was kitted out with comfortable seats. The trip by steam locomotive took just over



two hours and we had a nice snack for lunch afterwards at the station café.

After the birthday cake was cut and eaten, we left the station and headed over Dartmoor along some very narrow roads through villages, to arrive at the Two Bridges Hotel for cream teas.

After our goodbyes to the gathered enthusiasts, we made our way back up North to complete a round trip of 850 miles in our trusty G-WAC, and look forward to another trip to Plymouth next year.

Have a look at the birthday site. <http://www.discoverybirthdayparty.co.uk/>

Roy

### Progress with J140OAC.

The condition of sale was that all Ambulance graphics have to be removed, but I'll leave the lights in place - these will be disconnected and covered up (legal requirement). I have now decided not to convert the lights to 300 type, I have another 200 grill to replace the one with the blue lights in it. I will be keeping all the lights etc so they can be refitted at a later date if required. I'll be leaving the sirens etc in place, but again these will be disconnected (but I do like the PA system)

The best news is that it went straight through the MOT, three advisories - both front springs are rusty and are going to get replaced anyway. There's also a hub seal leak, so no major problems there then. To go to the test station was the first time I had driven it any distance. I couldn't believe how good the gearbox and engine was. The guy that did the MOT was very impressed.

The body roll is quite a shock after a D3 and a 300 with HD springs on, and the brakes are interesting to say the least. But I now know everything is fine, and it's lovely to drive, if a little slow to stop. The conversion will be sympathetic and easily removed with minimal change to the structure. Having now seen various pictures of the interior when J140 was owned by Land Rover, there's not a standard layout and it's been changed many times over the years - so luckily we won't be destroying anything historical.

It also appears that J140 is the only one with the Land Rover logo frosted window. The press pictures I've seen show one either side, but there's now only one. The only changes that I intend to make from the current spec is to replace the springs and shocks with HD springs and gas shocks. Due to roads round here I need to improve the lighting and will be fitting a subtle light bar to take a couple of spotlights.

I had a fascinating visit from James Taylor of Land Rover Monthly magazine. James is the author of

numerous Land Rover books, and is researching the 116" Discovery. When he read in the G-WAC Notes that I'd bought J140 he asked if he could take some pictures. What he didn't tell me at the time was that J140 is the Land Rover prototype for the 116" version. It would appear that it was originally built as a Paramedic with a conventional roofline and used as a demonstrator at various events. When Land Rover developed the high roof in 1993, J140 was again used as a prototype and the new roof added.

I'm very chuffed to have ended up with a prototype.

Neil.



## Current known owners of launch cars. @ October 2011.

G457WAC	Mark Wheatley.
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett.
G470WAC	Frank Elson.
G477WAC	Ian James. (Now sold and on ebay)
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.

G461WAC, G466WAC, G494WAC, G525WAC and G535WAC.

### Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Graham Bethell
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known.
G405WAC	Owner not known.
G406WAC	Andy Baker
G410WAC & G28 RMW	Robin Jeffery
G563WAC	David Spirett
G601WAC	Richard Haynes
G602WAC	Owner not known.
G603WAC	Ian Redfern
G610WAC	John Stuart-Gray
G635WAC	Alec Gatherer
G640WAC	Owner not known.
G442AJM	Scott Seacombe
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892VPM	M E Hall
G944UTT	Keith Taylor.
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC	Neil Witt
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Reg not yet known	Roberto Blanchard (USA)





### **G601 WAC for sale.**

It will need rear body mounts welded in (which I have) also it has a leaking steering box (which I have).

For last years MOT, it had a new rear floor and new inner sills.

It has four new tyres, and I have the original steel wheels, which will all go with it.

Richard Haynes. Tel: 07870 977712

### **For sale**

G reg 1990 Discovery 3.5 V8 carb, silver, 133,417 miles, E/W, C/L, A/C, twin sunroofs, good condition, sonar blue interior. Stored off the road for the last 2yrs, runs and drives very well.

Lacquer blown on a couple of panels, and rust in the usual places, but no holes, well it is 21yrs old!

Also has a 2" suspension lift with 25% stiffer springs (handles very well), 4x dislocation cones, extended braided brake hoses, steering guard, QT castor correction radius arms, cranked rear trailing arms. Currently has 5x freestyle alloys with 245/75/16 BFG AT's (which may be included in the sale).

The discovery is in presentable condition, not bashed about or dented, and would easily return to standard condition. Ideal as a project vehicle for an enthusiast to restore, and enjoy these increasingly rare early Discoverys.

The Discovery is stored near Brentwood in Essex, please ring 07901811166, or email [Buzzsd1@hotmail.com](mailto:Buzzsd1@hotmail.com) for more info. £500.

Scott.



### **G477WAC for sale.**

Now on ebay, 320781019759, this launch car has been modified for offroading but at the current bid of £510, (at the time of writing 26.10.11) it will make a good restoration job.

Ian James sold it recently to a fellow who said that he was going to restore it, and obviously he has decided not to.

When bought, the sale of the HD front bumper/A bar, alloys and the lift equipment would go towards the cost of the restoration.

### **G-WAC Notes on website**

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.

Have a look at the sites.

[www.northmead4x4.co.uk/gwac\\_discoverys.htm](http://www.northmead4x4.co.uk/gwac_discoverys.htm)

[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

# **NORTHMEAD 4x4**

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