



Dave's H95 DBK

G-WAC Notes

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



Colin's G511WAC

November 2010

Ian has been doing some more research on the DVLA website and we seem to have located as many of the G-WAC Discoverys as we are going to find.

There is still one or two about that are elusive, 477 for instance. We know that it exists as an off-roader but are unable to locate its owner. He did put a post on the LRO forum as "Rolls" but no one has yet owned up to that "handle". 517 was taxed up to the end of February 1996 so may still be around somewhere.

482 was for sale on Ebay and has been sold, but the owner has not come forward. Whoever it is must be either an off-roader or a very enthusiastic restorer because it has been knocked about quite a lot and possibly had the wheel arches cut.

To add to my list of early G registered cars, three more were in attendance at the Plymouth event, more about them later.

It will soon be time to hang up our Christmas stockings, so get your thinking caps on about your most urgent requirements and perhaps Santa will hear your plea.

Wanted, G-WAC in Foxfire

I was looking at some statistics the other night, say I fancied a Foxfire Press fleet G-WAC (a Foxfire G reg. was the first Discovery I ever sat in at a launch day special in Darwen around Christmas 1989) well I might be hard pressed to find one other than Meghan Timmins example.

Of the launch fleet 12 G-WAC's were Foxfire, of those 12, nine were left hand drive and there were three V8's two of which were right hand drive.

There are no details on the DVLA listing for 476 & 520, 517 was last heard of in 1996, all the others liability ends on 12.02.1990, and with 479 the left



Meghan's G478 WAC

hand drive V8 not heard of since 13.02.1990.

So that leaves Meghan's Foxfire V8 RHD as a pretty exclusive car, as it would seem unlikely that any other Foxfire examples have survived.

Strange how one can get distracted when just looking at the Press Fleet list, there's a nice bit of useless information for you.

Ian

H95 DBK, an early 5 door

I bought H95 DBK, a Tdi 5 door, from a local car sale back in May 2003. Back then it had only covered 21,000 miles and came with a full Land Rover service history and every MOT slip to verify the mileage.

It was first registered in October 1990 making it one of the first 1991 5 door models with the then new Bahama Beige interiors. Whilst I don't claim that it is anything as special as G226 EAC (the Discovery Owners Club's 5 door pre-pro) it is special to me!



In with the paperwork that I received with the car, was the original sales invoice. The basic price was £15,880 but with taxes and extras the total was £23,920. The audio system was £381 with the electric aerial adding an extra £115.

"Old Gold", as she has been named, has now covered over 67,000 miles and has needed the usual Discovery jobs doing, these include a new boot floor, the clutch operating arm (punched through), alpine window rubbers and head gasket, which was due to an external oil leak.

Over the years of ownership I have added some extras but have managed to fit all the parts needed to put "Old Gold" back to standard if desired.

Dave Dorling.

Current known owners of launch cars. @ November.

G457WAC	Mark Wheatley
G463WAC & G480WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett
G470WAC	Frank Elson.
G477WAC	Sold by Dean Steadman to new owner in Wiltshire.
G478WAC	Meghan Timmins
G482WAC	Jeremy Jackson
G486WAC	John Capewell.
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb

Other known Launch cars.

G466WAC, G496WAC, G521WAC, G525WAC

Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Phill Bashall (The Dunsfold Collection)
C742 HUH	Charles Whitaker.
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226 EAC	Discovery Owners Club
G279 WAC	Neal
G302 WAC	Sandy Andrews
G310 WAC	Mark Simpson
G311 WAC	Ivor Ramsden
G316 WAC	David Cox
G401 WAC	
G406 WAC	Andy Baker
G410 WAC	Robin Jeffery
G563 WAC	David Spirett
G601 WAC	Richard Haynes
G602 WAC	
G603 WAC	Ian Redfern
G610 WAC	Gary Timmins
G635 WAC	Alec Gatherer
G640 WAC	
G711 YRY	Peter Hares
G767 NRH	David Ashburner
G834 FPR	Sue Virgin
G987 LKU	Andy Greer
H776 POJ	Duncan Campbell
H871 EWK	Mark Hardwick
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)

G-WAC Notes on website

Brian Radford of Northmead 4x4 is keeping up-to-date with his copy of the Notes on his website. All the back issues are there from the start in May 2007.

He also has another website to advertise Classic Rallies and shows.

Have a look at the sites

www.northmead4x4.co.uk/gwac_discoverys.htm
www.classicrallies.co.uk/index.htm

A Vauxhall Astra joins my fleet and 534

The latest addition to my fleet of old cars is this Vauxhall Astra mark 2, 1.4L built at Ellesmere Port in the summer of 1991. It is one of the last of these 1980's style Astra's, registered 1st August and it has remained with its first owner until little ol' me got it!



Another top quality find from Ebay. I just **KNEW** it'd be as good as it is, quite obviously a cherished and very well looked after little car with just 37,000 miles on the clock (just under 2,000 miles per year on average for its entire happy 19 years!)

It recently had a complete new exhaust including down pipe and a cambelt, both done less than 1000 miles ago, it's MoT'd until July 2011 and taxed until then as well (90 quids worth of tax on it!). It drives jolly well and the only noticeable fault being a bit of clutch judder.

The car came with a full stamped up service history, it has an unused spare wheel and the rear tyres are the originals. It even has the supplying dealer's sticker (faded!) in the rear window and the supplying dealer's number plates and tax disc holder.



It's a real gem of a car and quite possibly the most original condition 19-year-old car I've seen in quite a while. I paid £840 for it; did I get a good deal or what?! :-)

Nic

V8 for sale.

A note from Max Morris to the Discovery Owners Club.

I am writing to you as I have a G reg Discovery V8 1990 3 door that we have finally decided we must sell as it is not doing it any good sitting (400 odd miles in last 3 years)

It has had one owner from new and has covered just over 111,000 miles. Always been garaged and is in an amazing condition and completely original, the only items replaced have been exhaust, brake pads etc.

In view of this we would like it to go to an enthusiast, not be turned in to an offroad trialler.

If you have in your membership a member who is interested in seeing the vehicle I ask that you pass my details to them. I can be contacted via email, tacr2man@yahoo.com.au or at any time via my phone 07788 906914

We are located near J10, M40. I was unable to post on your forum as I am not a member, TYIA of your best attention.

Max Morris

1989-1990 registered Discoverys at Plymouth last month.

Nine cars with the registration prefix "G" were on show at the gathering last month, six are already known to me but I still have to contact the other three owners that unfortunately I did not manage to speak to.

If you know who these enthusiasts are, please ask them to get in touch with me and perhaps I can get them to write a few words about their cars.

Cars that I know are: -

G67 RYJ	Peter King
G226 EAC	Discovery Owners Club
G469 WAC	Lee Barnett
G526 WAC	Roy Preston (me)
G635 WAC	Alec and Barbara Gatherer
G834 FPR,	Sue and Andy Virgin

People I would like to contact: -

G2 KRT	Owner not known
G757 SGX	Paul Bishop
G892 VPM	M E Hall



Owner not known

Roy.

G-WAC on the Brain

Time flies when you're busy keeping things together and running right. No I am not talking about Land Rovers, just talking about life... Ah... who am I kidding! Lets talk Land Rovers!!!

Anyway the last time my words graced the G-WAC Notes I had dreams of a Camel G-WAC, but in the waking hours I found myself double de-clutching my 97 Discovery to drive to work (second synchromesh is gone the way of the Dodo bird) and to pick up the kids etc. You see finding a five speed rebuild gear box in the US, is like finding a needle in the hay stack of automatics.

Every night I sit in front of my computer and begin my search for all the vehicles I want to place in my fictitious garage. Lately, I have been eyeing the Tatra... do a web search very interesting car and history. But I digress, no mater what my interest is that particular day I always save some time to type in the letters that I have searched for some time now... G-WAC.

So now, after a while of searching, I still have yet to come up with the G-WAC I want. Just incase anyone is taking notes; left hand drive, 200Tdi. At first I set my sites way, way up high looking for a Camel Trophy G-WAC... I can hear the laughter now echoing from across the pond, but a man can dream can't he? And Dream I did, and with some time and a bit of luck I got half my dream. Not a G-WAC but a Camel Trophy (1995 Belgium team, left hand drive)

Unfortunately, it is sitting in storage in the UK, since I have yet to resolve the importation issues into Costa Rica (I can't bring it into the States because God forbid I get more that 15 miles per Gallon!) And as I am waiting to resolve the transport issue of the Camel Trophy I have some more time to study my G-WAC issue.

Now... I can scratch off Camel from the G-WAC list and what I have left is 1989 G-WAC Discovery, must be a 200Tdi and left hand drive, lastly, not red! A few G-WACs have come up but they have been V8s. I also found a decent red 1989 200 TDI, but not G-WAC. As my middle child says "Close but no banana".

So I have decided to look at this search from a different perspective that might send a few enthusiasts into the barn to collect the pitchforks and torches. I started looking into buying an early left hand drive sonar blue interior, Discovery, from France, or any other left hand drive European country, and use it as a donor to do a right hand drive to left hand drive conversion. For one, the car would have to have a good interior, but I rather have it as a junker with a good interior than to take apart a perfectly working early car. That would be wrong...

I figure by doing this it might give me better odds at finding the G-WAC. Only issue would be cost. Cost to purchase two cars, cost to do conversion, cost to ship, cost, cost, cost!

So finally I have a plan! Find a G-WAC, buy it at a good price, and then park it next to my Camel in the UK, to keep it company! Next, find the donor, then find the right man to do the conversion; I am handy, but not that handy! Plus my wife would kill me if I took her to the UK for a nice vacation and I spent all my time in a garage... God only knows what that would cost me at Harrods!

So tonight, as I do every night, I will make some time to do my search. As always I start on Ebay, then I move on to Google, and so on. Most of the time I run into old posts, but who knows what might appear tonight... it is Halloween after all...

Happy Christmas from across the pond!

Robert Blanchard (USA)



Robert's 1995 5 door Camel Trophy Discovery.

Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@scawdel.orangehome.co.uk or post your address to B R Preston, "Scawdel", Dove Bank, Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124.

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