



John's G486WAC

G-WAC Notes

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



Nick's G482WAC

March Notes.

More news this month from Graham regarding the Gaydon Weekend. It looks as though there will be a good line up of early 200s on our section of the Discovery arena. Next month should see the final list from Graham.

Graham, Ian and Lee are getting on well with the repairs to their cars, I have made a start after the cold winter weather so the sills are looking better for the introduction of some new metal.

In this issue is the second part of John's "Genesis" article, I am sure you will find it interesting. He has given me a lot of information about the early cars and their owners, which I have passed on to Ian. Ian has agreed to be our gatherer of information, so if you have any snippets of information that is of interest then please let him know.

Roy.



Graham with 469 drawing up to receive the Tom Barton Trophy at Gaydon last year.



Five G-WACs at Gaydon last year. (603 almost out of the picture on the right)

G524WAC

Well the better weather has brought me out all enthusiastic again to get on with 524.

Thanks to Bill Jones, of the DOC, and his Evesham contacts, I've found a welder locally so I've contacted him to arrange the work. She goes off for welding on the 10th March so that's good news.

The car is insured and I was thinking of delivering it by using a rigid tow pole or a frame. I'm loathe to hire a trailer to take it just seven miles! However, not knowing the legalities of towing a dead / SORN'd Disco (insured though), I spoke to Dave at the garage about transportation and he said that they'd come and fetch it and take it back on trade plates as it's driveable, so that's one less thing to worry about.

I've replaced the bonnet with the one from G313 WAC that I salvaged last year, but had a bit of trouble getting the bonnet release catch to line up - the catches were the same etc, but I had to loosen the catch receiver mechanism in the slam panel, adjust it and tighten it up. This was after I got the gaps aligned with the wings etc.

I've put the grill and light surrounds back in and attached the replacement bumper so it's all looking good at the front end.

Once back from welding, I can do the easy stuff, replacing all the discs and pads, shocks and



springs etc. As she hasn't been used for several years I thought it would be best to just renew the whole lot. After that will be a complete fluids service and then a look at the front crank pulley.

After all that, it'll be MOT time! Still on course for the Heritage Weekend at the start of May but it might be tight!

James.

The Heritage Run. Gaydon. 3rd – 4th May 2008.

G603WAC

The stand space requires ten cars so there is still some room. Just confirmed is Janet Smarts G226EAC left hooker 5 door V8.

Having talked about us all getting together for over a year now I am hoping to have the largest gathering of G-WACs and a few other good 200s together in one place possibly since the 1989 launch.

It has now gone out to the non-DOC G-WACs as well. I don't think you will know about the road run until after Easter but I gather the stand display needs to be confirmed before! As I think I have said before, I was a bit disappointed with the road run and the final arrival parking offered.

I will keep you all posted of the cars added as people confirm their interest. I will have to give preference to folks wanting 2 days on the display and see what we are left with space wise.

Confirmed now are;

Me	G469WAC (G510 on standby)
Roy	G465WAC
James	G524WAC
Janet	G226EAC
Paul	G488WAC
Lee	G603WAC
John	G486WAC (possible)
Jeffery	G410WAC (possible)

Still looking for a couple more nice clean original 200s for the two days at Gaydon. Any one got a nice clean 5 door 200 with no mods who would like to show it at Gaydon??

With children 1 and 2 at school, and mother and baby being amused by my visiting sister-in-law, I cashed in a few of my recently acquired brownie points and managed to have a look at the Disco for a couple of hours.

There was no obvious clutch fluid leak, but grime may be the reason for that, so I thought "in for a penny" and removed the slave and master cylinders. The fluid that came out of them was literally black, and contaminated with some form of debris.

As they're not overly expensive I decided to get new of each, and then refill / bleed the system with new fluid. I've got the new master cylinder but won't get the slave cylinder until later because it is out of stock, so that job is on hold.

Instead, I've started to fit original specification



Graham. springs. The set that I have were bought new by my brother, and only fitted for a short time, so after a quick dust off they were ready to fit. The shocks were all new at the time the +1" HD springs were fitted.

The last corner of the springs is complete so once the clutch problem is sorted, I can take her out for a drive again. I can't wait to see how much differently she drives with the correct springs on.

Show Dates for 2008.

For those of you who like to visit the Land Rover shows and display your cars on the Discovery Owners Club stand, here are some show dates.

10 th – 11 th May	LRO. Spring Adventure	Driffield
7 th – 8 th June.	LRW Show.	Eastnor Castle.
18 th – 20 th July	LRM Show	Billing.
13 th – 14 th September	LRO Show	Peterborough
5 th October	London/Brighton Run	Brighton



Lee.

Having bought 486 for my wife to use whilst I was working away from home, and after a few niggling teething problems, it settled into the new routine – what a life this car must have had, 10 owners in as many years, but could we improve the average?

It was soon 1999 and it dawned on me that it was going to be 10 years since the launch of Discovery. I started asking around all my usual contacts to see if this anniversary was going to be recognised in some way and drew a blank on all fronts.

In a moment of madness and in the middle of relocating, I decided that something should be done, so a plot was hatched, with the late Chris Savidge, to build a 'line up' type event into the All Rover Rally that was taking place over the August bank holiday weekend as part of the Town and Country Festival at Stoneleigh. We would call it A Decade of Discovery. But where do you start when there is no owners club?

Well I managed to get the Dunsfold Collection interested and they came with (at their own expense) their prototype and a cut-away that proved popular over the weekend. I managed to get the prototype



Jay 5 released on bail, from The Heritage Centre, with LRO magazine kindly covering the transport costs.

The final prototype was tracked down through Geof Miller, it was in the possession of Bill Morris (ex-Land Rover Engineering Director) who also brought G603WAC which, we were assured, was the first Discovery to be issued as a company car by Land Rover in January 1990. Land Rover Monthly magazine sponsored a birthday cake (Discovery shaped of course) and Mike Gould from Land Rovers PR department pitched up to say a few words and cut the cake.

The whole display was then padded out with a Camel Trophy Discovery, G526WAC, which was a very much-photographed G-WAC, having been road tested by many magazines in late 1989 early 1990. There were also a few others on the stand, which included a new Series II. Some display boards were made to attach a copy of the history of each car, and a board displayed the "Decade of Discovery" notes.

Across the weekend I got chatting with the Range Rover Register committee as we had lots of people coming to our little corner of the show ground and asking, 'Is this the Discovery Owners Club?' To which we could only reply 'no it isn't'. Club Discovery had been set up by Warwick Banks, of handling upgrade kit fame, and seemed to have died a death.

Warwick Banks was based out of Bourne in the county of Lincolnshire, and was making money by

offering handling upgrade kits (anti-roll bars) for the then current spec Range Rover, before they became factory fit – I suspect he did other things as well – but this was what he was known for. He obviously saw the new Discovery as potentially a very much larger market and went for it. Basically he started Club Discovery, which meant that if you joined, you could get a discount off his "stuff" of more than the cost of membership. It sounded fine in theory but I don't think that it was too successful in practice and it was all but dead by 1999. (I can't find much on the web about him or it)

As a member of the RRR it is my recollection that shortly after the launch, Land Rover had asked them if they would take Discovery under their wing (am I right does anyone know?). Anyway the subject was discussed again in the ARC hospitality unit and there were two suggestions, write formally to the RRR with a proposal for a Discovery section within the RRR or, a suggestion from Chris Elliott's wife Shirley, if there isn't a DOC then maybe I should start one!

The letter went into RRR explaining that there was a lot of pent up interest in Discovery because the vehicle had reached its tenth birthday and was now beginning to attract more 'enthusiast' owners. So there was a potential doubling of membership for the RRR, (numbers = subscriptions) something that is always a key issue for those running any club, and all this could be had for little extra cost.

I couldn't believe that RRR decided to look this particular gift horse in the mouth, and neither could their Club Secretary, Mike Duncalf. Mike approached me to say that if I were up for starting a Discovery Owners Club, he would resign from his post in RRR and come and help me to make it happen.

It is almost certain that the DOC would not have been started then, and certainly not by me, without Mike, as he was an organisational stalwart with masses of experience and knowledge about doing such things.



Following some tentative notes in LRO and LRM magazines we ended up with the four of us. Mike Duncalf, Andy Smith (along with his numerically able partner Ros Palmer) Steve Goodfellow and me. Steve looked after getting Discourse off the ground. So DOC was born one afternoon, I think, in April 2000 in Mike's dining room in Carnforth, Lancashire, and the rest as they say is history.

Current known owners. @ 08.02.08

C742HUC	Charles Whitaker.
G226EAC	Janet Smart.
G279WAC	Neal
G310GWAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G469WAC & G510WAC	Graham Bethell.
G470WAC	Frank Elson.
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis.
G524WAC	James Cromar.
G511WAC	Colin Crossley.
G563WAC	David Spirett
G603WAC	Lee Donal.
G711YRY	Peter Hares

Other known cars

G475WAC G477WAC
G482WAC G490WAC
G496WAC G521WAC
G525WAC G602WAC
G640WAC

SVR celebrates 60 years of Land Rover. 17th – 18th May.

The Severn Valley Railway, based in Worcestershire, is hosting a weekend to celebrate 60 years of Land Rover on 17th -18th May

There will be some Land Rover displays at all the stations along the 16 miles of railway track, and the Discovery Owners Club has been invited to provide a static display at Bridgenorth, the most northerly station.

If you would like to display your G-WAC over the weekend please get in contact with me on 07756 448751 or ar@discoveryownersclub.org.

Places are limited, but it would be nice to see a few G-WACs as part of the display. As a benefit the SVR are offering a special travel discount and plaque for vehicles shown.

Bill Jones.

G510WAC

Well Guys I made some progress in February with 510. The interior is now rebuilt and pretty much completed.



The nearside sill is done but the rear quarter panel needs a repair to it - this section had been



removed already so not much choice but to patch it up with the old bit, unless I change the lot.

The newly supplied inner wings are universal with the Range Rover but for the Disco 1 you have to make some changes to the shape, so I stripped it out and replaced it with new panel - this is still in progress.

The battery tray will be replaced along with the header tank mounting as these are too far gone to patch up. Then onto the front body to chassis mounts.

I am missing an air vent but it must be in one of the boxes of bits! The only thing I seem to be missing is the plastic strip that runs along the drivers side between the carpet and the door seal on the inside.

I think it will just be back together and MOT'd for Gaydon as I don't think I will have the time to do any bodywork beforehand. I have got the roof front edge to sort as well but this will have to wait I think.

Graham.

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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