



Andy's G406WAC

G-WAC Notes

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



Graham's G603WAC

June Notes

Issue 24 already, how time flies. I sometimes have difficulty in finding something to write about so if anyone has been out in their cars, please let me have a few words for the next issue of the Notes.

Just a few words about a trip to the coast or a picnic, even a trip to the supermarket will do. If you have done some work on your favourite Disco, some words and pictures will be even better.

Bill, Graham and I have attended four shows already this year, and the DOC's EAC has been there, plus the Ripley Castle Classic Car Show.

There is still time to get your G-WAC taxed and show it at Newark/Billing, Peterborough, Berkshire 4x4, Abingdon and the London to Brighton run.

Roy



Range Rover stuck at Eastnor Castle

Eastnor Castle 6th – 7th June

Due to the awful weather we ended up travelling down on the Saturday morning, arriving at about 7am.

After setting up camp, Karen and I made our way to the show area just after 9am. The weather did not give in one bit on the Saturday with heavy rain for most of the day.

As the showground quickly turned to mud almost all of the arena events were cancelled due to the heavy mud making vehicle movements almost impossible. However people still stopped to take a look and ask questions about the G-WACs.

The rain carried on and on all afternoon and evening and through the night. Sunday started wet but the sun broke through about 11am and by mid afternoon it was very sunny!

I was on the look-out for some parts - I had a broken nearside headlight, and I am still looking for some odd bits of trim and a few Camel accessories. A reasonable headlight was sourced from the extensive auto jumble on site, but that was about all I could find.



After a few hours mooching through everything, I managed a ride around on the Land Rover Experience - even they were contemplating if it was safe to carry on after a small issue of two Range Rovers stuck fast in the mud!

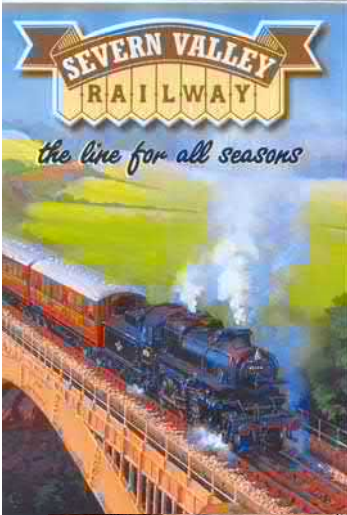
I also managed to clinch a deal on a large amount of ex Land Rover Experience parts for the outgoing D3 model, and as a result 603 was loaded to the limit for our return journey home

The weather inevitably kept people away this year, which was a shame. But it was still an enjoyable outing.

Graham



Land Rover On The Line
Sunday 14th
June 2009



Severn Valley Leafers Club Land Rovers On The Line 14th June

In association with the Severn Valley Railway, the "Leafers" staged a static display of Land Rovers at the six stations along the line of this private railway between Kidderminster and Bridgnorth.

With over 80 Land Rovers on display, starting with the Series I models at Kidderminster, then at the intermediate stations there were Series II & III, an ex-military display section, then Discovery and Range Rover at Bridgnorth, where the travelling public took a great interest in them all.



In the display at Bridgnorth there were over 20 models of Range Rover and Discovery, including three G-WACs. Graham's 603, Bill's 524 and my 526. We all arrived before 9.00 am, and after we had parked the cars for the display, John Crawford got out his portable gas burner and made bacon sandwiches and tea/coffee for all who wanted them. It was fortunate that John had brought a spare burner because, due to a loose gas fitting, the first one set on fire.

We all took advantage of the discounted travel tickets, which the "Leafers" had negotiated, and spent a very pleasant two hours on the trip to Kidderminster and back, making a stop at Highley to visit the museum. We lost John at this point but he was transported to Kidderminster by a friend, and made the journey back to Bridgnorth with us.

At Highley Station, the Engine House and Visitor Centre was very busy and the Buffers Café Restaurant were doing a fine job of satisfying the thirsty public on a hot and sunny day. Sandwiches and drinks were bought and taken out to the balcony where the trains could be seen passing along the line in front of the river.

A great day out and more exposure to the Land Rover fraternity for our G-WACs.

Roy

Dunsfold Open Day 20th – 21st June

Brian Bashall started to collect a few Land Rovers in 1968, and since 1993 the Collection has further progressed by one of his sons, Philip.

In the collection there are over 70 unique Land Rovers of all shapes and sizes, and it started with a 1962 ex-military 109-inch APGP wader. As well as our display, there were the two Dunsfold early JAY Discoverys on display. A guided tour of the 70 vehicles on display by Philip Bashall was excellent.

As the size and cost of looking after such a unique collection of vehicles became a burden on the Bashalls, it was decided to offer 'Friendship', for a small annual donation to the collection, to like-minded individuals. On Sunday 24th October 1993 the first Open Day was held in a field in the village of Dunsfold in Surrey.

The event is now an Open Weekend and must be the largest collection in the world, of prototype and pre-production Land Rovers. The Collection has support from the Heritage Motor Centre at Gaydon and the factory, without their support many of the vehicles in the collection today would have been lost forever.

The Collection does not have a permanent home, so viewing is only possible at their Open Weekends, and I would recommend the event as a must for enthusiasts.

See their website at www.dunsfold.com/



Having arranged for some space to show five G-WACs under the name of the G-WAC Register, I had hoped to fill the stand but in the end only Roy and myself managed to get there. The Discovery Owners Club was in attendance on the next pitch, so with their pre-pro alongside 603 and 526, it did not look too bad.

We were given the chance to parade in the arena, where Richard Beddall gave us both 15 minutes of chatter over the PA, to tell the crowd about our cars, and for us to express our desire to see the restoration of as many G-WACs as possible. Richard has been involved with Land Rovers for many years. He can recognise and talk about all the different models, and indeed individual vehicles, from memory.

One car that turned up in the car park, which interested me, was a 300 Tdi 5 door ES. I did noticed from the number that it was L31SVC,

This car was one of the press launch 300's registered in 1993 and used on the press ride and drive days, when the 300's were unveiled. I spoke with the owner who confirmed that he had owned the car for some 15 years, purchasing it from a Surrey Land Rover dealer in 1994 with one owner on the V5, which of course was Land Rover Ltd

He was interested in what I told him, as he did not know its history. He did however confirm it was not for sale! Much to my sadness and Karen's delight.



Graham

Show dates 2009

<u>Date</u>	<u>Event</u>	<u>Location</u>
July 17th/19th	Land Rover Monthly Show	Newark Nottinghamshire
July 17th/19th	Land Rover Owner Show	Billing Northamptonshire
August 15th/16th	Berkshire 4x4 Show	Grazely, Reading Berkshire.
September 12th/13th	Land Rover Owner Show,	Peterborough
September 26th/27th	Abingdon 4x4 Festival	Dalton Barracks Abingdon.
October 3rd/4th	London to Brighton	

G-WAC websites.

Here are a few websites with G-WAC content.

www.land-rover-discovery.co.uk/land-rover-discovery-gwac.

www.g-wacdiscoverys.net.

www.northmead4x4.co.uk.

Current known owners @ June

Clutch problem with 603

On our way home from Bridgnorth, we stopped for a pub meal en route, which made one of my most memorable days out in 603 yet. Unfortunately we suffered a clutch problem.

I left it until Monday evening to take a look at it and was pleased to find that a badly routed clutch pipe from the master cylinder meant the reservoir was lower than the highest point on the pipe to the slave cylinder. Air had got into the system so I re-routed the offending pipe, and with the help of Karen we bled the system.

I had intended to do some more welding during the week so I took it on a road test to work. I checked the pipe on arrival and it was fine.

That evening after finishing work, I removed the old tow bar brackets from the lower chassis and replaced them with new ones. A patch was also welded onto the offside body mount, which seems to have gained a small hole only weeks after my MoT!

The journey home from work confirmed all was OK with the clutch and we were ready for the Dunsfold journey on Friday evening.

Graham

C742HUH	Charles Whitaker.
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlins.
G465WAC & G526WAC	Roy Preston.
G469WAC	Dan Hadley
G470WAC	Frank Elson.
G478WAC	Meghan Timmins
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis
G490WAC	Rob Ivins
G510WAC	Nick Prior
G524WAC	Bill Jones.
G511WAC	Colin Crossley
G534WAC	Steve Brindley
G563WAC	David Spirett
G603WAC	Graham Bethell.
G610WAC	Gary Timmins
G635WAC	Mark Robson
G711YRY	Peter Hares
H871EWK	Mark Hardwick

Other known cars

G401WAC G457WAC G477WAC G482WAC
G496WAC G521WAC G525WAC G602WAC
G640WAC

If any of these have changed hands, please let me know.

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.

Issue 24 June 2009