



Clive's G488WAC

# G-WAC Notes

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



Ian's G480WAC

### June 2010 Notes

With a few shows over there are still plenty to attend to this year to show your car. 526 will be at a local Classic Car show in Co. Durham on 27th June and then to Billing for the big show on the weekend of 17th-18th July.

Graham has sold 603 to Ian Redfern in Kent, who will show mainly at car shows rather than Land Rover shows, so we will miss seeing 603.

Ian has been out with 480 and he hopes to be at Stoneleigh 28th-30th August.

Nicholas has just joined the fold with 534 and hopefully will be a regular contributor to the Notes. I don't think that we will see 534 out this year but hopefully next year. With five Land Rovers to keep up to and using "Shep" for his towing business, he is obviously a busy man.

Roy

### Ripley Castle Classic Car & 4x4 Spares day. May 31st.

This well-established Bank Holiday Monday show, organised by Mark Woodward Classic Events, was blessed with good weather and drew a large selection of classic cars. The Rolls Royce Club and the Jaguar Club had a big turnout this year.



When the 4x4 entrants were called to the arena I took the opportunity to take the microphone and tell the crowd about 526 and the other G-WACs at the launch of the model in Plymouth 21 years ago.

Roy

### Land Rover South West Show. June 19th-20th.

The Royal Bath & West Showground, Shepton Mallet, was the venue for the show that has been at Eastnor Castle and at Malvern in the past. The venue is very good with plenty of space for all.

The Discovery Owners Club took stand space, which unfortunately was as far away from the action as you could get. Trying to persuade the public to venture along to the stand was very difficult so the footfall was low.

G226EAC and G526WAC were on show, and the visitors who did come along took an interest in the history boards, which were on display in the windscreens.

Roy



## 21 Years of Discovery, Plymouth. October 16th-17th. 2010

Update! Shaping up quite nicely. Plymouth City Council has confirmed that we can have The Hoe on the Saturday. Mount Edgcombe Estate has entered us on their official events list for the Saturday afternoon.

The South Devon Railway have also confirmed, and wants to know if the Discovery that was used to pull the carriages on the track (G491 WAC) is still alive, as they are keen to recreate the event!! .

A local DOC member said that our very well known local offroad company, QT Services, could be interested in getting involved. I'll follow that up.

Roger Young, our local Land Rover Main Dealer has agreed to join us on The Hoe on the Saturday morning. Plymouth Council has agreed to let them attend and they will bring their display unit for us to use as a base, along with a couple of Discovery 4's. It will also be up on their website.

The owners of The Two Bridges Hotel, near Princetown on Dartmoor, confirmed that the press visited the pub in 1989! The staff is more than willing to accommodate us, with plenty of parking available for us. So, there's our Sunday afternoon stop

The provisional plan for the weekend so far is as follows: -

Meet In Plymouth on Saturday morning. Possibly The Morley Arms, unless we change the venue.

Drive to The Hoe, and get set up for 10.00am. Stay till around 12.00 - 1.00pm.

Travel via the Torpoint Ferry to Mount Edgcombe Estate. Spend the afternoon there.

Social evening in Plymouth. Venue TBA.

Sunday morning, set off for The South Devon Railway. Arrive around 10.00am.

Leave around 1.00pm, drive over Dartmoor to The Two Bridges Pub. Arrive around 2.30-3.00pm. Spend an hour or so at the pub, then make our way home.

I have produced some fliers for distribution and will post some out to you if you wish: -

LANDROVER DISCOVERY OWNERS CLUB  
21st ANNIVERSARY CELEBRATIONS  
16th & 17th October 2010.

The Land Rover Discovery Owners Club are holding a celebration weekend to commemorate 21 years of this iconic vehicle  
The original Press Launch was held on Plymouth Hoe, back in October 1989, and we have permission from Plymouth City Council to return this year  
Mount Edgcombe Country Estate, Dartington Steam Railway and The Two Bridges Hotel on Dartmoor were also visited during the 1989 weekend, and we are returning to those venues during the weekend as well.

You don't have to be a Club member, just own a Discovery. What's more, the whole weekend is free!

For more information, please call Ian on 07771 882622 days or 01579 384968 evenings & weekends.

Now, this madcap suggestion regarding getting 86 Discoverys on The Hoe, as they did back then.....That is our target.

So, basically, get the word out to all and sundry, and let's have a fantastic turnout of Discos!!!

This weekend is promising to be a very good thing for the G-WACs, and the Discovery Owners Club.

I welcome any feedback, anyone with any more ideas, get in touch. If anyone would like to add to this event, please email me or call me on 07771 882622 days or 01579 384968 evenings & weekends.  
k.mccartney123@btinternet.com

Here's a funny one! I was handing out fliers at the Land Rover Trial organised by The Cornwall & Devon Land Rover Club, of which I'm a very active member, and one of our lot said to me:

"I may well attend your weekend, but I'll promise to bring the Disco, and not a Daihatsu!"

"Why's that?" says I.

"Because back on the original 1989 weekend, someone had a head on crash with one of the Press Discoverys in a lane, in a Daihatsu Fourtrak. That "someone" was !!!!!"

Does anyone have any more info on this?

Ian Williams. Cornwall.



G-WACs assembled at Mount Edgcombe Estate  
1989

### Current known owners. @ June

B62 COH & C60 JKG	Phill Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
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 & G610WAC	Meghan & Gary Timmins
G482WAC	Jeremy Jackson
G486WAC	John Capewell.
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb
G563WAC	David Spirett
G601WAC	Ben Arnold
G603WAC	Ian Redfern.
G635WAC	Alec Gatherer
G711YRY	Peter Hares
G834FPR	Sue Harvey
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick

### Other known cars

G401WAC, G466WAC, G496WAC, G521WAC, G525WAC, G602WAC, G640WAC

### Launch dates 1989

Looking back at some previous notes by James Cromar, he came across some information on the launch dates in 1989.

The event was split into two types: -

The VIP/Dealer Days and the Press Days, and they were spread over five weeks in October and November 1989.

On the VIP/Dealer days, there was a multimedia presentation in a warehouse in Millbay Docks, and then they were taken by boat across to the Launch fleet lined up on the waters edge at Mount Edgcumbe Estate.

They then drove a scenic route incorporating some mild off roading on private land, stopped for lunch at St. Mellion Golf Club, then on for Cream Teas at Blanchford Manor on the edge of Dartmoor.

Invitees stayed at the Moat House Hotel for one or two nights.

The Press Days differed by starting off from Plymouth Hoe and taking lunch at the Manor House Hotel, Moretonhampstead.

The Public Launch was Nov 15th 1989.

LR offered more serious off roading driving days some weeks later at Eastnor. Castle, Ledbury.

Smokestackimages.com have two very interesting CDs, which covered some of the activities at the time and are a good buy for anyone interested in the launch

## Nic's ramblings

Nicholas Webb is one of our recent owners, having just bought 534. He emailed me with his "ramblings", which I copy below. Nic has had a look at the DVLC site for all the launch cars and will give us the results in a later "rambling". Ed

'In the DVLA list of survivors G514WAC is mentioned, a LHD Diesel, this is the car that was featured in the December 1989 issue of Car magazine and it was driven 4000 miles to Africa. The 'crew' consisted of Gavin Green (who wrote the article) Andy Christodolo (photographer) and they brought a man from Land Rover called Neil Doswell. Apparently Green and Chistodolo flew back from Africa and Doswell was left to drive 514 back to the UK.

In my list of DVLA enquires it would appear that 514 was most likely to have been scrapped by Land Rover as it's 'date of liability' (DOL) is 1-10-1990, that's the bad news but the good news is that it was immortalized in pictures in Car magazine and I've bought a copy of the magazine off e-bay

This leads to my quest of trying to decide what is or is not correct as regards the original press fleet. Now I have some clear pictures of 514 I am sure that there were THREE different types of plastic spare wheel covers fitted to Disco 1s. The one for our cars appears to be a plain disc with "Discovery and the rocky hill" symbol as a sticker. My 534 is currently fitted with a very similar looking cover but "Discovery and rocky hill" are raised plastic. The last of the three styles is what was fitted to my green Disco and that is a plain spare wheel cover with LANDROVER written on a sticker.

Can you confirm my thoughts on this that I need the type with "Discovery and rocky hill" symbol in sticker form and that the similar looking wheel cover with raised plastic lettering is incorrect? (I believe that our G-WACs should have the disc with a sticker. Ed)

When I bought my green Disco, AMX907, I thought that the plastic wheel cover with LANDROVER written in a sticker was a cheap piece of tat and I was jolly pleased to consign it to the dustbin when I acquired another 'freestyle' alloy. How life changes as I now look for the correct 'cheap piece of tat' to adorn the back door of my silver Disco!

Talking of my green Discovery, it let me down on the way to Sheffield when the water pump expired in spectacularly fast style as the bearing failed and destroyed the seal. It was recovered back to Paul Atkinson where I chatted to one of his customers, his name is Chris Elliot and he worked for Land Rover and Rover for 30 years and was involved with the G-WACs. He told me some interesting stories about his involvement with Rover and Land Rover and it was a memorable experience to talk to someone with such knowledge.

I have asked him if he can think of any story's concerning the G-WAC Discos and report back to Paul in due course. I'm sorry to say that I did not exchange contact details with him but I hope that through Paul I will get to hear from him again. Whilst we were chattering I told him he should write his memories and story's on the Internet. He's a true Land Rover enthusiast and he owns one of the Velar Range Rovers!

Nic

## G-WAC Notes on website

I met Brian Radford for a chat at the Bath & West Show. He 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 and if you have any interesting G-WAC information, he will be pleased to add details to his site.

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

[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)

Have a look at the sites.

# **NORTHMEAD 4x4**

## Roger Young Land Rover support 21st Discovery Birthday Celebration

The Saltash Land Rover Dealer has added a reference to our event on their website.

Visit their showroom at WoodAcre, Saltash Parkway, Saltash, Cornwall. PL12 6LF.

Their website is at <http://www.rogeryoung.co.uk>  
Phone number 01752 849999

### 21st Discovery Birthday Celebration



Saturday 16th October  
9.30 am to 1pm

If you have a Discovery and you want to attend please contact Ian Williams on 07771882622 for details.



## More of Nic's ramblings

Attached are some pictures of my latest Land Rover, Shep, for those that know the current saga the old green Disco AMX 907 has been suffering more strange electrical troubles and my poor Land Rover mechanic (Paul Atkinson) has been endeavouring to sort it out but no luck so far.

Meanwhile I've been using the Rover 827 and Daktari, and I've spent the last two weeks wondering why the hell I ever got involved in another 'series' Landy

In the midst of all this chaos I found this silver dream machine on the Autotrader website, a telephone call to the dealer confirmed my expectations of something rather special and as luck turned my way I even got a lift to Uxbridge to collect it!

When I bought my first Discovery I was totally unaware of exactly which model to look for but with the benefit of hindsight I realised (and was able to advise Martin) that THE best Disco is a 3.5 litre V8 Automatic, preferably with air con and 5 doors.

These were only made from 1991 to 1993 after which Land Rover RUINED the V8 by enlarging it's capacity. My brother was very lucky to find the perfect spec Discovery and I've quietly been looking for one



for over the past three or four years just in the hope that a really nice one would turn up at the right price.

For those of you looking at the pictures and wondering why seemingly rusty bits of old motorcar look interesting, these show the critical areas that quickly disintegrate into dust and Shep is as close to perfection as one could ever hope for in such an old car, Shep has even done it's first job today and pulled a BMW 5 series on the trailer along the M5. An LPG conversion is the next thing to sort out because these V8s are SO thirsty on petrol!

The wheels of industry are once again turning, and Buddy and I will enjoy the sanguine experience of air-conditioned comfort and that is something that neither of us paupers have had before.

My current fleet of FIVE vehicles will be whittled down to three, Daktari must go ASAP as it's worth

the most, the Rover will run for as long as it runs, the G-WAC is a long-term thing but will provide extra back-up when it's finished.



Shep will do daily dry weather duties and if we can ever get AMX running happily, that will become the wet weather and salty road car; 300,000 miles is not enough and I'll kill it a bit more!

Anyway that's all my waffly news for now

Nic

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](mailto: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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