

Seen on Facebook

Julian has been on holiday in the Western Isles.

Wild camping in the Cairngorms...in a G-WAC. Julian wrote.

"One of the reasons I love owning and driving a 'special' old Land Rover is the random encounters with like-minded people. This afternoon I pulled into a lay-by on a very remote mountain road on the Isle of Harris in the Western Isles a motorist pulled-in behind me and walked up to my window. Turns out he used to work for Land Rover and was an old-school enthusiast who had been following me in G601WAC for several miles.

We had a fabulous chat about all-things Land Rover. Our wives chuckled in a 'knowing' way. Thankfully my dash cam captured this wonderful happenstance.

This is why I spend so much money (which I don't have) and energy on these vehicles... worth every penny just for these moments.



Autumnal-like evening in the Western Isles today - cool and bright with a long golden sunset... and a G-WAC.

Hello Stornoway and an unplanned roadside repair: to be fair the G-WAC did 500 miles towing a one-ton trailer without complaint and waited until I was off the ferry to politely say "excuse me, but I am broken and need to take a quick nap". A wire had chafed through to the alternator, and it stopped working. It was a great place for a roadside repair:

My wife popped into supermarket and by the time she returned the G-WAC was back to full health - a 200Tdi is truly a loyal packhorse!"



Tim Lavercombe has been to a show with G90 WAC

Well, that's another WAC to add to the fleet.

Managed to get G90 out today at the RHS Rosemoor Vintage Weekend.

Been getting the 90 ready for the Abbey Hill Steam Fair next weekend.



The 1989 Launch of the Land Rover Discovery - Plymouth

The 'G-WAC press fleet' as it became known comprised of 86 cars registered G451WAC to G535WAC with the exception of G500WAC which was not used. Other G-WAC's were registered by the factory during late 1989 and early 1990.

There were other Discoverys registered in the G3xxWAC and G6xxWAC series of registrations, they were all registered after the press launch in October 1989. Interestingly G194WAC and G195WAC were the first registered Discoverys as they were both registered on 6th September 1989 but film footage of these vehicles did not appear at the press launch.

Many Land Rovers and Range Rovers also had G-WAC plates; these were not connected with the Discovery launch. Land Rover Special Vehicles division also had access to the G-WAC registration plates and many special builds were registered with random G-WAC registrations from the series.

This was the first new Land Rover product for almost two decades, and for the launch to the press, Land Rover decided to return to the West Country as in 1970 the Range Rover was launched in Falmouth.

The launch took place over five weeks in October and November 1989. Each day the cars were lined up on Plymouth Hoe ready for the press to get behind the wheel and tour Devon and Cornwall in the new Discovery.

Each day a route around Devon, over Dartmoor and into Cornwall gave the journalists the opportunity to experience the new Discovery. They visited South Devon Railway where a Discovery pulled a train, along to Blanchford Manor for Cream Teas and St Mellion Golf Club, Torpoint Ferry and Mount Edgcombe Estate.

The cars were taken at the end of each day to the Plymouth bus garage where a mini production line cleaned and repaired the cars for the following days press to enjoy.

The new 200 Tdi engine (Gemini) proved to be the most popular drive and most of the Tdi cars came in very striking new metallic paint finishes such as Arken Grey, Marseilles Blue and Foxfire Red amongst others. Some cars had electric packs, twin sunroofs, seven seats and air conditioning whilst others were basic specification. Extras such as bull bars, driving lamps and side steps were also fitted to some cars to demonstrate some early options available.

Emrys Kirby

Lytham Hall Classic Car & Motorcycle Show - Sunday 7th August 2022

Due to the pandemic, the show did not occur last year, so it was good to be back at this great Georgian house this month.

Lytham is in Lancashire. The hall is about a two-hour journey from home, over the Pennines and north on the M6, so Daphne and I decided to go in the pre-pro G513DHP and have an evening away from home.



With the hall being close to Blackpool and the Lancashire coast, the B&B prices were quite high, so we stayed at the Premier Inn, near Garstang. It was a few miles further from the show than we planned, but a very nice place to stay with a fine Chef and Brewer restaurant for our evening meal.

After a good night's sleep, breakfast was taken early, and when we arrived at the hall, Patrick was there with G526WAC, and had already erected the gazebo and banner.

New member John arrived with his 5-door Tdi K registered GKV. We discussed his -KV registration number and wondered if it was a factory registered Jay. He intends to investigate the history and if it is a factory car, perhaps he will write about his findings and let us know next month.

There was no arena at this show but Les, the commentator, came round to our stand and gave us a few minutes over the PA.

Classic car shows always attract parents with young children, and many ask if the children may sit at the wheel.



With G513DHP running very well just now, the journey back home over the A59 was very pleasant and we arrived home just after 7.00 pm

Roy