



I will be offering the Mpi for sale next month and the last MoT in March had advisories for 'body mountings corroded'. With that being a little bit ambiguous I decided to let Dan have a look to see how bad they were before selling her on. Apparently, they only needed cleaning and painting so now she had a clean pass on the 25th at 193158 miles.

A circular logo with a dark olive green background. At the top, the word "TEA" is written in white, bold, sans-serif capital letters. Below it is a white line-art illustration of a vintage pickup truck. In the center of the truck's bed is a white mug with the words "ON THE" written on it in black, sans-serif capital letters. At the bottom of the circle, the word "TAILGATE" is written in white, bold, sans-serif capital letters, following the curve of the bottom edge.

At home we are trying to downsize everything, even our bungalow is up for sale. We have already sold G478WAC and Mpi will be the next to go.

Dan has offered to catalogue and store my stock of Jay spares at his workshop, so if you need anything just give him a call.

"Out tonight with the last local pub classic car meet. Who else do we find inspecting the latest resto but the man himself, David Bower."

Five adults and 1237miles in an untested Jay

In July 2025, I had owned L774 COH for about 16 months, it is my daily driver and spends most of its time chugging around South West London and Surrey, mainly carrying out chores as my works vehicle. So far, the car has been very reliable.



A year ago, in July 2024, I had only owned it for a couple of months and its reliability, to me, was unknown. It was about to undergo a test of reliability that I had not quite bargained for... which was about to endure the annual family summer holiday!

My family had booked a holiday in France, Brittany to be precise, almost as far west as you can get. The holiday had been booked many months before I bought COH.

Due to unforeseen circumstances I had to sell my then very reliable vehicle and COH was a last-minute substitution. As the departure date drew near the distance from home to Plourzal was beginning to dawn on me.

Google maps told me about the distance between Deippe and Plourzal was 360 miles, plus the 64 miles to the ferry in Newhaven, meant the journey was 424miles in total.



Now this was not my first 4x4, have owned five Land Rover Discoverys over the last twenty years...so I like to think I know their quirks! And a well sorted diesel Jay is a great way to travel long distances, reasonably economical, fast enough and just big enough to load all your holiday paraphernalia...what could go wrong?

The preparation work to the car leading up to the departure was just basic servicing. All the oils were changed, with new filters, a check of front wheel bearings and a new cam belt was fitted, just to be on the safe side. Then it was on with the 'UK' stickers and those headlight deflector things, and we were ready to go.

At 3am, on a warm July morning, my wife, two grown up children, along with one of my kids' boyfriends and with enough luggage (and spares) touching the ceiling, we five squeezed into the car and set off. Upon arrival in France, we left the Dieppe ferry port at around 11am and drove through Normandy and onto Brittany, only stopping at the wonderful French service stations for coffee, croissants and to swap around the rear middle seat passenger who didn't have the legroom of the others.



We arrived at our destination around 8pm hungry but happy...and the car? Well of course it performed flawlessly, the only issue was a slightly hot and whiny transfer box! As our holiday unfolded and we drove to the beaches, supermarkets and restaurants, and it continued to be just the perfect family vehicle.

By the time we had to leave and set off on the long journey back across Northern France and then on to Blighty, my confidence in my new car's reliability had grown. I knew that it would get us all back home without drama.

Towards the end of that 1237-mile round trip I had stopped listening for every rattle and squeak. I was happy, I had chosen well, COH was going to be part of my work and family life for a long time.

In fact, for the last twenty years of Discovery ownership I have rarely had a cause to doubt these wonderfully useful, if underrated, Land Rovers!

So, what about this year's holiday? Will COH be called on again to haul the family aboard? Well yes, of course! So far, in the summer of 2025, COH has been up to Scotland in June and then to the Lake District in July and later in August we are all five going overseas to the Netherlands for a week. You can wish us luck, but I am sure all will be OK with COH.

Andy Gulland.

Rhys Williams. Our PJPG archivist

Rhys has recently done some research on the launch G-WAC's.

On these next five pages are the results of his findings. The details are only correct at the time of the exercise and already 478 has found a new home with Simon Lake.

Launch G-WACs: A History Worth Preserving



As of August 2025, 22 out of the 86 GWACs which were present on the 1989 Plymouth Press Launch are Known to exist. During this article, I will be going over a brief piece of history on each along with bringing you back up to date on their current status. Included also is G525 and G466 WAC as they are believed to be still out there somewhere.

G457 WAC:



Featuring in a series of launch photographs, magazine articles and briefly the book *'The Land Rover Experience: A user's guide to four-wheel driving'* along with numerous wash bay / workshop pictures, 457 is one of the more widely publicised GWAC's. Restored a few years ago by then owner Julian Lamb, it has since found a new home.



G459 WAC:



Built as a Caracal black V8, post-launch 459 was strangely chosen to be TDI converted and morphed into the iconic floating Discovery which featured in Cowes Week amongst other events as a publicity stunt. It still survives in its amphibious guise and is currently under the car of the Dunsfold Collection.



G461 WAC:



A Caracal black LHD TDI which was used during the launch, though one that I don't hold a huge record of. More recently, in 2018 it was exported to the USA by Silkstone 4x4 (along with 302) where its believed to remain in a preserved state.



G463 WAC:



A former Camel Trophy training car, 463 was built as a Davos white TDI in preparation of the launch, before later being adapted to fulfil its new role. These days its back finished in white and undergoing a complete restoration.



G465 WAC:



A Marseilles blue TDI which was at one point owned by Roy Preston, though I unfortunately hold very little historical photos of this example. It currently remains in a preserved condition with its current owner.



G466 WAC:



As seen driving through a stream on the launch off road course, this example has more recently gone off the radar having last been seen in May 2010 at an agricultural show, failing its MOT shortly after.



G469 WAC:



469 is a Windjammer blue V8 which was once owned (along with 490) by Jon Chester, of Bowler fame. In more recent times it changed hands and received a Blackheale 4x4 restoration, as seen in the February 2023 issue of *'Classic and Sports Car'*.



G470 WAC:



A Windjammer blue V8 which wouldn't appear to feature in huge amounts of launch material, it was previously owned by Frank Elson. Currently it resides in Holland where it has been barn-stored for a number of years, but is seeking a new home.



G477 WAC:



Driven in *'Autocar and Motor'* where it was put up against a variety of Japanese competition, 477 is a Zanzibar silver TDI which has since led a hard life of offroad use. Its currently owned by Charlie Harrow of Blackheale 4x4, with the plan of restoring it to its former glory.



G478 WAC:



The only remaining example of a Foxfire red launch car, it featured in various media - notably a video which depicts it being driven over a damp Tamar Bridge. Later purchased in 2011 by Roy Preston, it was later restored by Blackheale 4x4 in preparation of the 30th anniversary celebratory event and remains in remarkable condition, having recently found a new home.



G480 WAC:



Finished in Davos white with a V8 and the bull bar to set it off, 480 is photographed not only in media features but also being pressure washed. It led an interesting life in the years following, gaining an Irish registration and some light modifications, before being taken back to original by a previous owner. These days its in a preserved state pending restoration.



G482 WAC:



With an extremely similar specification to 480, 482 features in the complete launch video. It was purchased by Classic Land Rover Magazine a couple of years ago, in need of a full restoration which is currently being completed by the talented Emrys Kirby.



G486 WAC:



A Caracal black V8, 468 is a rather famous GWAC with various media features. It was notably on the cover of the December 1989 issue of 'Land Rover Owner' magazine and in 'Land Rover Enthusiast' a few years later. Its now undergoing restoration.



G488 WAC:



One which I hold very little record of, 488 is a Davos white V8 sticker car. Since the launch it has been restored and now resides in the US.



G490 WAC:



LR employee Roy Adams was given use of this V8 launch car for 3 weeks as a reward for winning a competition to create a slogan for Discovery. Along with this, it also saw other more traditional launch use. In more recent times it was sympathetically restored by enthusiast and serial collector Jon Masters, before being sold to the USA.



G494 WAC:



Originally a Mistrale blue TDI launch car (featuring in 'Land Rover Owner' amongst other places), it went on to be converted into a Camel Trophy training vehicle. Its now owned by Mark Harrow of Blackheale 4x4 where it has been restored to its Sandglow finish Camel Trophy specification and use for a variety of trips since.



G496 WAC:



With a shot of it also featured in a Land Rover advertisement for Site tours, 496 is a Mistrale blue example used throughout the launch. More recently, its fallen into an unfortunate state but is being restored and brought back to life by the current owner.



G510 WAC:



As seen in a variety of launch media, this Arken grey TDI starred the large front bull bar and was featured in 'Auto Express' magazine. It has since been restored to its former glory by Blackheale 4x4, in preparation for the 2019 30th anniversary event.



G511 WAC:



With similar launch specification to 510, this Arken grey car has no electric pack fitted (wind up windows etc), and found its way into barn storage a number of years ago.



G524 WAC:



Further to its use in the launch, the Marseilles blue TDI 524 was used by character Frank Tate in the popular show 'Emmerdale' shortly after the release. It has been seen at various events over the years and is currently under-going restoration.



G525 WAC:



Originally a LHD Marseilles blue TDI, following its launch use it was converted for Camel Trophy training. It was sold off in 1993, entering private hands where it was resprayed white and updated to a Romulus facelift in 2000. It was last seen for sale in 2008.



G526 WAC:



One of the most well known of the GWACs, 526 (in the same spec as 524) was reviewed by 'Off Road and 4 Wheel Drive' magazine and 'Land Rover Owner International' amongst other media from the period. Belonging to club chairman Roy Preston, it remains in a great original state.



G531 WAC:

Another example which I hold few records of, 531 is a Davos white LHD TDI which is currently in a preserved state.

G534 WAC:



Finished in Zanzibar silver (and originally featuring a bull bar), 534 is a well known V8 which remains in a wonderfully original state, though has seen various work over the years. It was auctioned through 'Classic Car Auctions' in 2020 where the current owner purchased it



Rhys Williams



Sew-on badges

Cloth badges are now available, at £4.00 each, plus post and packing.

They can be ordered by emailing me on shop@pjpg.co.uk

Daphne.

Compiled by Roy Preston.

If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@g-wac.com or post your address to ; -

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