



Nick's G482WAC

# G-WAC Notes

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



Mark's H871EWK

### October Notes

Plymouth. What a great weekend that was. Covered 900 miles and spent a lot of money on accommodation and fuel, but worth every penny of it to meet up with the great Disco family from the Devon and Cornwall Section of the Discovery Owners Club

Congratulations on the choice of clubnight venue by the Section. The folks at The Morley Arms gave us a great couple of evenings together, and the morning opening for coffee and biscuits was much appreciated. My personal thanks for their help with the wheelchair.

Back to reality now to catch up with some much needed maintenance work.

526 has performed very well but there are a few jobs to do on it, and I will give you a report next month of my first 4,000 miles since its purchase.

Roy

### G635WAC for sale

We bought G635WAC sometime last year from the Dunsfold Collectoin and she has been in our collection of vehicles here at the Land Rover Experience near Milton Keynes. Never been off road and has been kept undercover here.

She is in exceptionally good original condition and has prize-winning potential, having been owned by one caravan club member since she was sold out of Land Rover by a local Main Dealer.

Dunsfold have serviced her for a number of years and there is a good record of all work done. You could jump into her and drive her anywhere. She has a current MOT until 2010.

She is white and a 200Tdi, the mileage is only just over 100k. We have decided to thin out our collection and wish to sell her to someone who will be interested in preserving one of these early G-WAC registered cars.

We paid just over £2000 and would like to recoup our outlay providing she goes to the right home.

Please pass on my number to anyone who expresses an interest.

Richard Beddall 07785 332282  
Land Rover Experience

### G534WAC sold

Graham has heard from Zoltan Kittrich, who lives in Hungary. He has bought 534 and took it home on Sunday 18th October. He had hoped to be at Plymouth but he had a ship to catch!!

He told Graham on Wednesday 14th October "Just collected G534WAC today and will pamper him forever. Already contacted Gaydon regarding the car's history and can't wait to know more about him (or her, don't know yet :)).

Will let you know the details to be able to maintain your great website"

I will send him a copy of these Notes and ask him to send me a report and pictures for the November Notes

### Skipton 4x4 Spares Day 11th October

The weather was not kind to us during the morning, and with covers on the tables of tools and accessories, I thought that some traders would be away by 12 noon. But the sun came out and Mark Woodward had many varied traders at the venue, with tools, motorcycle parts, tractor parts and rows of 4x4 spares.

The venue has excellent facilities with a café inside the main auction building, serving hot food, and a small food stall in one of the cattle pens serving bacon sandwiches, burgers and drinks.

A Disco enthusiast came to chat about 526 and said that he had a 1993 car, which he was



going to restore and keep for the future. I tried to persuade him to find a G-WAC to restore, and I hope that I had put an idea into his head.

A visitor from Derbyshire told me about a G-WAC in a barn that he knows about. He said that he would not give me the location, because the owner may not want anyone troubling him, but took my name and phone number to give to the owner. If the owner is interested in selling, then he may get in touch with me.

Roy

## G67 RYJ. Fit for another 20 years.

Having spoken to Graham, and checking the Chassis number of the Disco at Gaydon, it confirmed that mine is a very early Dealer sold Discovery. In fact for the first six months, or 6,000 miles, it was a dealer demo. Possibly the first one Caffyns of Lewes actually got from Land Rover.

The retired person who then bought it kept it in his garage just for sunny outings and a trip to Scotland. 19.5 years later, and after just 30,000 miles on the clock, he decided to sell this 17k purchase for a much smaller amount. It came with six months tax and two months MoT.

On picking it up, the clutch decided to fail (think this was a known problem to the seller). One slave cylinder later it was all sorted - what a messy job that was

After a treating of T-cut and Autoglym polish, a drive to the LRO show at Peterborough was undertaken.



1/2 a tank of fuel in only 100 miles was down to a very gummed up air filter. The fuel filter was replaced at the show as well as the air filter (possibly 19 years old!). Now getting 33mpg on average from 1st tankful.

A trip to Haywards Heath and my mate Mick's business was the next planned outing. Mick runs



[underbodyprotection.co.uk](http://underbodyprotection.co.uk) and G67 RYJ was treated to a complete undercarriage bathe in Dinitrol - highly recommended for our salt laden winter roads.

Mick has coated loads of vehicles and drives an early H-reg 3dr Disco too – although he uses his off road. Mine has yet to see any mud in its lifetime, and is still on its factory recall road tyres.

Mick was astonished at this 1989 Discovery's condition, no rusty sills or arches. He took the opportunity to remove the only badly rusty bits - the original side steps. (From the sills to the chassis and behind the mounts they were in showroom condition.) Hopefully it will take many years to rust through the coating that has now been applied

On the calendar for the remainder of this year was the London to Brighton run with one of my other clubs, SLSLRC, where I ran the raffle. Then down to Plymouth and Dartmoor for the 20th anniversary launch

My father has a later 1990 G-reg Blue Discovery in his garage too, with just 52k on the clock - that is a minter too!! He had a 1972 K-reg Range Rover before that one, which only ever did about 60k miles in 17years - although he did get back more than the £2,000 that he paid for it new!!

Bought a cubby box at LRO Peterborough show for a ten pounds. Bit more storage space than that silly soft zipped case.

## Plymouth 20 Years of Discovery 1989 – 2009

Back in late 2007 a few G-WAC owners decided it would be a good idea to arrange a return visit to Plymouth with their cars to commemorate 20 years of the Discovery. During 2008 things were a bit slow because no one really knew if their car would actually make it. A few ownership changes, and the loss of close contact with several new owners, also meant that things slowed down a little.

At the start of the 2009 season we decided the event would take place, even though just three of us were confident of making it! The weekend of 17th - 18th October was selected, as this would have been the time twenty years ago when the original press launch was in full swing.

Despite many pleas we were unable to get many G-WACs to come along, most were either not roadworthy, or too far away to manage the trip. However Roy, Bill and I all agreed we would go whatever happened.



In a bid to find a few more interesting cars we decided to ask the Discovery Owners Club (DOC) if they would be able to bring along G226EAC, their 1990 registered pre production 5 door. The DOC agreed, and after looking at what we had planned, decided to make the event an official DOC event in their annual calendar.

This got the momentum of the event rolling, and some interest grew. Mark Bumstead, the DOC Press Officer, sent out press releases and the feedback was good with at least one magazine showing an interest. DOC members also started to join up with some interesting vehicles being added.

Peter agreed to bring along his garage find 1989 G registered Tdi, and Gary agreed to attend although he was not able to bring his G-WAC he did manage to borrow a brand new D4 from the factory for the weekend.



Before long we had in excess of 20 Discoverys planning to attend each day! At this point some serious planning was needed to ensure that the event went without a hitch.

After studying several articles and photos of the 1989 event I managed to build up a rough idea of the areas covered. It was decided that Saturday we would concentrate on the Plymouth area, The Hoe and Mount Edgumbe. On the Sunday we decided to attempt a longer road run and visit the Dartmoor area.

We had arranged to assemble at the Morley Arms, in Plymouth. I was a little nervous as I did not know what or who to expect. The Morley Arms made us very welcome, providing tea, coffee and biscuits for us all and a large enough car park to accommodate a growing number of Discoverys. After a social gathering and a 'get to know each other' session and a drivers briefing we headed off for our first stop of the day, Plymouth Hoe.

Early plans for Plymouth Hoe went a little pear shaped, with no help from Plymouth City Council at all. I really should have done a reece of the area first to satisfy myself what exactly we could arrange and where. In fact I did my reece at 8.00 am on the 17th October 2009! I went to the Hoe and the answer was in no uncertain terms "you are not coming on here and you're not taking any photos!"



Anyway due to a loophole in local parking laws, and the fact that walking access onto the Hoe is not possible for disabled visitors, they have opened a small blue badge parking area on the Hoe itself. My mind worked overtime and I thought if we were clever we could despatch Roy and Margaret in G526WAC, with their blue badge, into the parking area on the Hoe, park our own vehicles in the ordinary street parking bays, walk up the steep steps onto the Hoe and then assemble around Roy's car for a photo shoot. It worked a treat.

G526WAC was back on the Hoe 20 years after the press launch. I reckon we assembled around 40 people as well in the picture.

From the Hoe we set off for the Torpoint ferry – my first mistake! - I did not think that people would confuse the Torpoint Ferry for the Continental Ferry Port, but unfortunately it did cause some confusion, with a group of ten cars heading for the Torpoint Ferry and a group of ten cars heading in the opposite direction for Roscoff, the side streets of Plymouth got a little congested. Thankfully they realised and turned back to follow us to the Torpoint Ferry.

We all crossed into Cornwall and headed off along the 17 miles or so to Looe, where we had planned a lunch stop. On arrival in Looe we were lucky enough to find a deserted car park and this allowed us to assemble all the Discoverys into date order, along side the Mill Pond. Many photos were taken and then lunch beckoned in the seaside town. The weather treated us well with lovely autumn sunshine all day on Saturday. In fact it was so nice a few brave Discovery owners went for a paddle in the sea, whilst others sat munching on fish and chips along the narrow streets.

After lunch we headed east towards Mount Edgumbe. Mark the Press Officer stood along the country lanes taking photos as we passed by. The first stop was at Tregantle fort, where we lined up in a lay-by with almost 20 cars. The views were stunning – we had a 360-degree panorama. We then set off along the narrow lanes and arrived at Mount Edgumbe estate.

It was at Mount Edgumbe estate that all the Discoverys were assembled in 1989 for several photo shoots. The estate is now in the hands of the 4th Earl of Mount Edgumbe. Luckily for us he is a Land Rover fan, and thanks to the sterling work of a DOC member, a photo shoot was arranged on his driveway with his house as a backdrop. All the cars lined up in front of the house and this re created some classic shots. As the day was now drawing to a close, we dispersed and headed back to Plymouth. We then attended a social in the Morley Arms public house, enjoying good food and company for the evening.



Sunday we had arranged a later start, to allow campers to pack up and hotel guests to check out. Once again we met at the Morley Arms in Plymouth and were again treated to tea and refreshments along with the cutting of the birthday cake to mark the 20th birthday of the Discovery.



After a short briefing we departed for the run onto Dartmoor. Once again Mark set up camp in various places to take photos as we passed by. The first stop of today was to be at Haytor. This meant about a 30-mile road run in convoy along the A38 and through Bovey Tracey, which in itself was quite a sight.

We arrived at Haytor and parked all together in the visitor's car park. More photographs, and a general chatter, along with the assembly of a few DOC flags for publicity. Several Discovery owners who just happened to be in the car park came and chatted about our weekend. Some members who were fitter than others walked to the top of the hill and took more photos. From here several local Discovery owners agreed to lead groups onwards to Princetown for our lunch stop. This took us through some very narrow lanes and small villages. Mark took more photos en route, and in one village local people waved to us as we drove through. We also had several waves of appreciation from fellow Land Rover owners, and the Dartmoor Ranger



The road into Princetown took us past the rear of the famous Dartmoor prison. We arrived in Princetown in the early afternoon. Many owners had travelled along way to be with us over the weekend, and had long journeys home, so after lunch at about 3 pm we formally brought the weekend to a close. After a lot of handshakes and goodbyes the Discoverys set off in many different directions.

The weekend had been a success. We had achieved all we set out to do. The G-WAC owners thought that to mark 25 years, 2014 would be the next appropriate visit to the area, but the DOC members who had enjoyed the weekend so much are looking to do the event on an annual basis.

Who knows, if you own a G-WAC, and can get it roadworthy for next autumn, you too could be parked on Plymouth Hoe, recreating the event that took Land Rover into the next league of car production and sales, and quite possibly saved it as the company we know today.

Graham

**Current known owners. @ October.**

C742HUH	Charles Whitaker.
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC	Dan Hadley
G470WAC	Frank Elson.
G478WAC & G610WAC	Meghan & Gary Timmins
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis
G490WAC	Rob Ivins
G510WAC	Nick Prior
G524WAC	Bill Jones.
G511WAC	Colin Crossley
G534WAC	Zoltan Kittrich
G563WAC	David Spirett
G603WAC	Graham Bethell.
G635WAC	Richard Beddall
G711YRY	Peter Hares
H871EWK	Mark Hardwick

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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