



Paul's G488WAC

G-WAC Notes

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



Ian's G480WAC

February 2009 Notes

February already and March next week, it will soon be time to tax the G-WAC and get it out to the shows.

Now that they are 20 years old, I think that the 'classic' car enthusiasts may accept our cars as worthy of being displayed at their shows, particularly as 'Discovery' is still in production.

With a few pictures and display cards indicating why our cars are rather special, they should attract a bit of attention. I am not suggesting that they should be displayed in the concours-de-elegance section of a show, but a bit of polish and a clean under the bonnet will bring in the restoration enthusiasts.

Last year I attended a few events in the North, which Markwoodwardclassicevents.com organises every year, and Paul has been to a few shows in the South with 488. Bill was at the Severn Valley Railway event with 524 together with Graham and his 603, so we are getting about a little with our 'toys'

The major Land Rover shows will soon be upon us, and the double booked Newbury/Billing weekend 17th -19th July will hopefully be settled before long.

I look forward to seeing you out and about.

Roy

G510WAC

Gary Timmins

I bought 478 for my daughter Meghan, and this is mine. So another one save from the scrapyard.



Meghan's 478.

Prototype

As you can see from the pictures, there is a lot of work to do on C-HUH to get it back on the road.

It is owned by Charles Whitaker and he mailed me to say that he had not touched it recently, but after the gearbox repairs he had collected some more period parts from



Bill Morris, including an original door from the vehicle (Very crunched, but not rotten!) Bill was having a clear out as he has got rid of his last Discovery 1.

Charles has been working on a project for Dunsfold, which is nearing completion, and hopes to be back on C-HUH soon. The project will be at the Dunsfold Open Weekend 20th-21st June, and a stand for G-WACs could be arranged if there was enough interest.

Let Graham know if you can make it to the show and he may be able to arrange space for us through Charles.



Roy

G-WAC websites.

There are a couple of websites up and running now that feature G-WACs.

For those of you able to get onto the World Wide Web here are the addresses: -

www.northmead4x4.co.uk.

www.g-wacdiscoverys.net.

Have a good read.

I wrote an article for the Camel Trophy Owners Club magazine, Camels Breath, and have followed it up with this one. Perhaps it may be of interest to those of you who have not had much dealing with the CTOC

Following on from my last magazine article, "Vodka and Ice" Camel Trophy 1990, here are a few snippets of information regarding the very early Discovery vehicles used for training and event use

I have been in contact with several of the nice and very helpful people from the Discovery Owners Club, they are keeping a register of the prototypes and very early built Discoverys

Many of the very earliest factory owned Discoverys were UK registered with the Coventry registration, G-WAC. These vehicles were used in the press launch fleet, used for testing and development, at least three on the 1990 Camel Trophy event and approximately eight used at Eastnor Castle for camel trophy training and selections

The late Gwill Berry, Land Rover's Co-ordinations Manager for Camel Trophy events, told me several years ago that they were so short of the newly launched Discovery that a few of the vehicles taken off the production line in standard factory colours were over painted in Sandglow and used on the event and for training.

Gwill also told me of a mad last minute overland dash to Moscow's Red Square with G560 WAC and G561 WAC (both these cars over painted Sandglow and fully kitted out) to promote the event, a few days prior to the start of the 1990 Siberia event

Here is a list of my findings to date

Reg. No	Vin	Owner	Use	Colour	Engine
C60 JKG	337614	Dunsfold	testing/training	white	LHD V8
C60.JKG was built in late 1988 and used with a fibreglass shell on top for all sorts of testing inc. wet, dry, hot, cold, submerged in water and more latterly used at Eastnor in Camel training, C prefix used to disguise whilst out on road test					
G463 WAC	381744	Ian Rawlings	training	white over painted Sandglow.	LHD Tdi
G475 WAC	383000	?	training	silver over painted Sandglow	LHD Tdi
G494 WAC	387686	?	training	mistral over painted Sandglow	RHD Tdi
G525 WAC	389242	?	training	Marseilles	LHD Tdi
G532 WAC	393356	?	training	white over painted Sandglow	LHD Tdi
G560 WAC	?	?	Event car filmed in red square	Sandglow	LHD Tdi
G561 WAC	?	?	Event car filmed in red square	Sandglow	LHD Tdi
G562 WAC	415779	?	training	Sandglow	LHD Tdi
G563 WAC	412390	David Spirett	training	Sandglow	LHD Tdi
				Repainted red and changed to RHD	

Many of the G-WAC Discoverys are shown on the Camel videos showing training at Eastnor Castle

A few of these early vehicles from the Siberia event went on to do pre scout and support rolls on later Camel events-- easily spotted being three door vehicles

As you can see there are still a few Camel Discoverys from its early years out there to be rediscovered. The Sandglow painted G-WACs were shipped over to Italy for training and selections of the crews for future events of Camel Trophy, this could be why a few G-WAC vehicles are missing. They may still be in Italy. These vehicles were re registered with Italian number plates

Many thanks to Ian Rawlings and Roy Preston, of the Discovery Owners Club, for their help and information

I would be most interested to see a route book of the 1990 event if anyone can help, in fact route books for all years that I could copy would help the club archives



Current known owners. @ 26.02.09

C742 HUH G226 EAC	Charles Whitaker. Discovery Owners Club Neal
G279 WAC	Sandy Andrews
G302 WAC	Mark Simpson
G310 WAC	Andy Baker.
G406 WAC	Robin Jeffery
G410 WAC	Ian Rawlins.
G463 WAC & G480 WAC	Roy Preston.
G465 WAC	Dan Hadley
G469 WAC	Frank Elson.
G470 WAC	Meghan Timmins
G478 WAC	John Capewell.
G486 WAC	Paul Sutton.
G488 WAC	Nick Davis
G482 WAC	Rob Ivins
G490 WAC	Nick Prior
G510 WAC	Bill Jones.
G524 WAC	Peter Wykes
G526 WAC	Colin Crossley
G511 WAC	Steve Brindley
G534 WAC	David Spirett
G563 WAC	Graham Bethell.
G603 WAC	Gary Timmins
G610 WAC	Peter Hares
G711 YRY	Mark Hardwick
H871 EWK	

Gaydon Heritage run

3rd May 2009

The Heritage weekend last year was a special event to mark the 60th year of the Land Rover and we had an exceptional turnout of nine G-WACs and other early Discoverys, on the special feature Discovery area

This year the event will be back to normal where Land Rover clubs have their club stands with very limited space.

In order for us to display our cars, Graham is trying to obtain some space for us to park in the club area.

Will anyone who is planning to be at Gaydon with a G-WAC, and would like to be in the club area rather than in the car park, please give Graham a call on 07809 380144.

Space on the Discovery Owners Club stand will be limited and they will be displaying their pre-pro 5-door G226EAC.

If you are a G-WAC owning member of the DOC and would like to apply for a space on their stand, then you should get in touch with Chris Gorvin on 07774 963577.

Roy

For sale

G526 WAC

We are reluctantly planning to sell our Discovery, we don't use it as much as we used to do. We would like her to go to a G--WAC enthusiast rather than anyone else, so here are the details.

Registration number G526 WAC. Tdi. 7 seats. Marseille Blue. Twin sunroofs.

12 month tax from 31.01.09. MOT from 15.12.08. 80,000 genuine miles

Full set of winter wheels and tyres. All photos and paperwork. Electric fan + old one.

£800 spent last year. This year it went straight through M o T. Tester' s remarks, Best M o T done this year 2008

Price £3,000. Phone Peter and Margaret on 01827 716038.

Peter and Margaret Wykes

H776 POJ

Duncan Campbell

My discovery is a GA chassis range vehicle built in 1989. I'm not certain about what it did in the Camel Trophy event but I think the press from Holland used it. I know of three other vehicles from the event that are still about, also one 127.

The vehicle was owned by One Life Adventures



for a number of years and then spent two years in a barn. Then in 2005 I bought it from them in a bit of a sorry state.

I spent 18 months sorting out all the oil leaks and parts that weren't working, like most of the dash lights not working, window regulators seized, and a really good tidy up of the interior.

Since then it has been to the Spanish desert, the Pyrenees and also Iceland. This year I am hoping to take it to the Alps and the north of Italy.

Because I want to keep it as original as possible, the vehicle has not been changed much from 1990. The mods that I have done are not really visible apart from the roof tent and side awning,



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.

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