



Graham's G308WAC

G-WAC Notes

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



Meghan's G478WAC

May 2011

The Classic Car shows are now in full swing and the fine weather is attracting large numbers of enthusiasts.

Unfortunately the date of my first local show clashed with the Heritage Run at Gaydon, so I missed that one, but I will be at Witton Castle, Co Durham on Sunday 29th May and Ripley Castle, North Yorkshire on Monday 30th May.

My next outing will be down in Surrey at the Dunsfold Collection 18th-19th June and I hope to see a few G registered Discoverys there.

Land Rovers on the Line May 15th.

The Severn Valley Leafers Club were once again given the opportunity to display a selection of Land Rovers of all ages and types at the six stations along the Severn Valley Railway line. Steam enthusiasts from all over the country come to this line to indulge in their hobby, and Land Rover enthusiasts were happy to show visitors the results of their endeavours to restore and maintain some of the 60 years old models.

A number of Land Rovers were on display at all six stations, Kidderminster, Bewdley, Hampton Loade, Arley, Highley and Bridgnorth.

At the next to last station on the line, Highley, was the Severn Valley Leafers Club, the host of the event. At this station are the Engine House and Visitor Centre, where visitors take advantage of the view across the line from the Buffers Café Restaurant, whilst taking refreshments.



The SVLC co-ordinated the collection of the various models at the different stations, and Bill Jones of the Discovery Owners Club organised a display of eight Discoverys at Bridgnorth, from 1989 to 2011. A souvenir coaster was presented to all the exhibitors.

DOC members and their friends took advantage of the reduced fare for the trip down to Kidderminster by steam train, stopping off at the stations of their choice.

A great day out in good weather with good company, and it will be in my diary for next year.

Roy

Another one saved. Another project. G308WAC

The owner was about to have it towed to a Coventry scrapyards, when one of his work colleagues decided to try and find someone to save it. He got in touch with me and gave me a small window in which to buy the car as it needed to go. It's been standing a year untouched but is in reasonable condition.

84750 miles from new, first registered 03/11/1989. Marseilles Blue, V8, 7 seats, electric windows, sunroof, no A/C. Chassis number is A4000968 and Engine number is 27G00394B. It has a plate date stamped built "8/89",

Fitted with a set of alloys, which need to be replaced with standard steel wheels, other than that it's original. It looks to have had the Land Rover refurbishment, like many of the other G-WACs, with new paint and the single coach line instead of the original side decals.

There is a small dent in the drivers' wing, a scrape at the base of the passenger door and a small amount of alloy corrosion at the base of the rear quarters. The rear door card is missing.



History is totally unknown. Sadly it is a non-runner, as the guy who owned it was some sort of scientist type who had fitted a kit to run the car on a basic system that mixes water with gas and injects it to the engine. Strangely it didn't work, and actually goosed the V8 motor by the look of it! Most of the kit has been removed and the engine is partly stripped. I am going to attempt to get it running again on petrol and see how I go - If not it's either a rebuild of the existing engine, a replacement V8 or look at the possibility of fitting a Tdi into it.

Other than that it's stopping as is - with just a wash and wax. Having listened to all the comments on restore or original, I think this one deserves original status (for now anyway)

Graham.

The annual Heritage Run. 1st May.

The 63rd Anniversary Heritage Run from the Land Rover factory at Lode Lane, Solihull, to the Heritage Motor Centre museum at Gaydon started with the usual well-organised assembly of Land Rovers in the car park, and with tea and coffee in the Land Rover Experience building, whilst signing on for the run .



After a drivers' briefing we waited a while for the police escort to arrive but left without them and followed the easily read "tulip arrow" instructions.

Alan Alcock, Chairman of the Land Rover Club (and an employee of JLR) waved us away at the start of the run, and Sands Photography took photographs. A mounted copy was presented to us free of charge at Gaydon.

With no police escort to hold the traffic lights and other road junctions, we soon lost contact with other drivers but met up again on one of the long uninterrupted sections.

The show at Gaydon in the past has been a two-day affair but this year with it being only a Sunday show there did not seem to be the club activity of previous years. The DOC stand had not enough helpers to erect the marquee, so the shop and flyers were spread out on tables in the bright sunshine. Paul France, the DOC Events Co-ordinator, managed to pull in a few members to fill the stand and Philip Bashall kindly parked his D4 there too.

I like to put a face to a name, and I met Emma Rawlinson, the Events Executive of the Land Rover Show. Emma is the niece of Keith Daffern who lives in France and owns an early Discovery.

The HMC at Gaydon is an ideal venue for gatherings of this kind, with its good café and facilities. The exhibits in the museum are under constant change so even if you have been there many times before, there is always something new to see.

Roy



The Discovery Owners Club stand

Wanted

Owner's Handbook for a 2.0 Mpi
My contact details on the 5th page

Roy

Additional email address

I have now got an additional email address, roy@g-wac.com.

This compliments my normal address roy@scawdel.orangehome.co.uk and (for my sins) I am still Membership Secretary for the Discovery Owners Club at memsec@discoveryownersclub.org.



The G-WAC stand

Events 2011

June

18th-19th Dunsfold Collection Open weekend. Springbock Estate. GU6 8EX.

July

15th-17th LROI Billing Show. Great Billing, Northamptonshire.

August

13th-14th LRM Show. Stoneleigh.

September

10th-11th LROI Show. East of England Showground, Peterborough, Cambridgeshire.
24th-25th Abingdon 4x4 Festival. Abingdon.

October

2nd London to Brighton
15th-16th Plymouth social and road run.

Dunsfold Collection Open Weekend. 18th-19th June.

Is anyone going to the show? I have secured some stand space and passes for the two days.



Obviously we are not a club but have been accepted as the G-WAC Discovery Register. Any G registered Discovery will be welcome.



Let me know if you want to put your car on the "stand", first come first served basis, I will have 526 there both days.

The site is near Dunsfold, Surrey and the site postcode is GU6 8EX, but do not use the road from Alford.

Roy.

22nd Birthday Weekend. 15th-16th October 2011. Plymouth.

Firstly many, many thanks to all those people and Discoverys that attended last years coming of age celebrations for the Land Rover Discovery.



We have now started organising this years 22nd birthday weekend on the above dates. The programme for this year's weekend will be roughly the same as last year; however, there may be a few tweaks to timings. Saturday night's social will be held at a different venue (tbc).

Also there may be a chance to drive a few green



lanes. This will be on the Friday before or the Monday after the weekend's events. The lanes will all be non-damaging and finish with a Fish 'N' Chip

Supper in Looe.

Have a look at the birthday website.
Discoverybirthdayparty.co.uk

Lee Hayward. Cornwall

More ramblings from Nic. (534)

Hi Roy. I hope you're all OK up there in Yorkshire, apologies for not coming to the Severn Valley Railway, I gave it a miss for two reasons, firstly I've had rather sore feet for the past couple of months and I also thought the time would be better spent on 534. Actually there was one more reason for not going, and that is my 'spare' tow car, the amazing rust free Disco', is not really much of a show car because the previous owner had carried things past it in their garage rather carelessly, and it has a multitude of minor scratches and TWO very annoying dents! Things are set to change though because I know a fantastic local body man who looked at it two weeks ago and gave me an astonishingly good price for fixing the plethora of annoyances!

Strangely my nicest looking car is my daily use 200Tdi, we took that to Weston Park Classic Car show a couple of weeks ago. It also drew the attention of the law and VOSA recently, and I was issued with a certificate! Sadly it was not a nice certificate but a prohibition notice for no tachograph! Luckily I still have two 12 volt tachos from my LDVs but it still cost £400 to fit one of them (plus the 200 quid fine!) but frustratingly it would seem that a retrofit tachograph in a Discovery is causing undue strain on the speedometer drive because it's broken twice in less than 2000 miles! I have got a nice picture of it performing a nice levitation trick and I'll add that onto the pics, it's easier to make a Disco' float in mid air than get a tachograph to work in one properly!



Anyway back to 534 and today I fitted its headlights and front grille so it now has a nice face, the past few weeks have been spent tidying up its main rustiness which was where the front wheel arch liners attach. The real answer to fix this would be complete new inner wings and in my experience the only way of really tidying up an engine bay is without an engine in the way. But if you're going to go that far the body may as well come off the chassis as well!

I'm not losing sight of my original intention of just having a nice tidy example, one that will romp through MOTs for many years but never be a 'concours' contender, just a NICE one! When eventually I do have a nice one I can return to things that would have benefited from more detailed attention, things like the brake servo that was painted with that very rare 1970's special 'Brute 33 brake servo paint'... "Splash it on all over!" Enjoy the pics; there will be more to come and more of my waffly updates!

Did I ever tell you how a 1972 two door Range Rover tried to kill me with THE most violent steering shimmy ever?



Or how I had a lump of Range Rover extracted from my eye by Manuel from Faulty Towers? Maybe fit them in next time 'ey?

Nic



Convoy for Heroes. Sunday 24th April.

The Help for Heroes charity is a great success and raises funds in many ways. In an effort to add to the fund, and at the same time to make an attempt on the Guinness World Records for the longest convoy of Land Rovers, the Land Rover fraternity attempted to beat the record of 260.

Land Rover enthusiasts gathered at various venues around the country to travel in mini convoys to the



British Motor Industry Heritage museum at Gaydon. A mini convoy, starting from Banff in Scotland, was organised by Kevin Bond to start out on Thursday 21st with an overnight stop at Scotch Corner in North Yorkshire.

Margaret and I had arranged with Kevin to meet the convoy at Woodall Services but we were a bit late starting out from home and the convoy had already left when we arrived at Woodall. I made a call to Kevin to say that we may be able to catch them up at Donington Services. Sure enough, when we arrived at Donington they were waiting for us. The mini convoy had grown to eight Land Rovers and a further owner joined us at Coventry Services



When we arrived at Gaydon, the members of our mini convoy made their various accommodation arrangements. Margaret and I had booked accommodation at Lenny Henry's place at Warrington, just South of Gaydon, so after a browse round the BMIH and a snack at the café, we made our way to the Premier Inn and a nice evening dinner at the adjacent Wobbly Wheel, Brewers Fayre.

Saturday was spent in the sunshine, meeting old friends and signing in for the record attempt. The BMIH is an ideal venue for gatherings of this kind, with its good café and facilities. The exhibits in the museum is under constant change so even if you have been there many times before, there is always something new to see.

The rules from GWR regarding a convoy attempt are quite strict about what constitutes a convoy, and the spacing between the moving vehicles is quite critical, no further apart than two vehicles length. The rule was difficult to adhere to because a great deal of concentration was required to make sure that the distance was not exceeded or that you did not hit the vehicle in front.

Some drivers left long gaps, which meant that others had to bunch up behind and sometimes stop. This problem continued during the three runs and therefore the attempt may not qualify. 380 Land Rovers were in convoy but GWR have yet to confirm the result.

Roy

G-WAC Notes on website

Brian Radford, of Northmead 4x4, 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.

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

Have a look at the sites.

www.northmead4x4.co.uk/gwac_discoverys.htm

www.classicrallies.co.uk/index.htm

NORTHMEAD 4x4

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 B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

Issue 47 May 2011

Current known owners of launch cars @ May 2011.

G457WAC	Mark Wheatley.
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett.
G470WAC	Frank Elson.
G477WAC	Ian James.
G478WAC	Meghan Timmins.
G480WAC, G482WAC & G486WAC	David Ashburner.
G488WAC	Clive Richfield
G490WAC	Rob Ivins.
G510WAC	Nick Prior.
G511WAC	Colin Crossley.
G534WAC	Nicholas Webb.

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other known Launch cars.

G454WAC, G462WAC, G466WAC, G471WAC, G472WAC, G475WAC, G476WAC, G495WAC, G520WAC, G525WAC, G531WAC and G537WAC.

Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Phill Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G2 KRT	Owner not known.
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Graham Bethell
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known.
G406WAC	Andy Baker
G410WAC	Robin Jeffery
G563WAC	David Spirett
G601WAC	Richard Haynes
G602WAC	Owner not known.
G603WAC	Ian Redfern
G610WAC	John Stuart-Gray
G635WAC	Alec Gatherer
G640WAC	Owner not known.
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892 VPM	M E Hall
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Reg not yet known	Roberto Blanchard (USA)