



Mark's H871EWK

G-WAC Notes

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



Ian's G463WAC

June Notes

Issue 13 already, where does the time go?

A warm welcome to Mark Hardwick this month with H871EWK. This car would be the result of the testing that would have been done with Janet's G226EAC, the prototype 5-door with V8i engine. Janet's car is for sale so step in quick if you want to own a real piece of Discovery history.

David Spirett has also joined us with a few words about his Camel Trophy car 563, which is now in red and RHD. Welcome.

I do enjoy receiving all your emails and queries, so thanks to all the contributors this month and let's have your updates on your cars for next month.

Sometimes I have difficulty lifting pictures from the DOC website so if you post any pictures on the site just email them to me too and I can use them with your text.

Ian is our official source of information on our cars and has quite a few old magazines that feature them, if you have a query get in touch with him.

Roy

G563WAC

I own 563 and it was at one time the colour was Sandglow, but has been repainted red. It was LHD but has been changed to RHD.

Whoever did the repaint and the conversion did a very professional job as you cannot tell it has been done.

Speaking to Gwil Berry, at Land Rover, he said all the Sandglow cars were used for the 1990 Camel Trophy event in some way, because the factory were very short of the newly launched Discovery. I think 562 was also Sandglow.

I am on the committee of the Camel Trophy Owners Club and it would be nice to meet other G-WAC people, perhaps on the stand at Billing and other shows.

There is an international reunion and a proper miniature Camel Trophy event at Eastnor Castle this September.

David Spirett

Camel training car

G524WAC at the LRW Show: Eastnor Castle

The LRW show was held at Eastnor Castle over the weekend of the 7th - 8th June. It may not be the busiest show in the season but is held in one of the most scenic of locations of all the other shows and probably the friendliest (in my view anyway). I took along 524 to be displayed on the Discovery Owners Club stand.

This year we had a very good stand on the main road with plenty of room for 13 vehicles plus the club marquee. We started the show on Saturday morning by parading around the arena, which 524 led, in a selection of Discoverys from the club; the line up included several models from 200 Tdis right up to the more modern D3.



The other activity, which we as a club got involved with, was the inter club scrap heap challenge. This required a team of four members finding hidden parts on a Land Rover then starting it and driving up and reversing back to the starting point. The less said about this the better as we never completed the task, what made the matter worse is the fact that the vehicles in the scrap heap challenge event this year were a pair of Discoverys.

With glorious weather over the weekend and plenty of good company, we all enjoyed the show. To top the weekend off 524 was chosen as the "Best Discovery" at the show.

Pictured is 524 leading the parade on Saturday, and John Carroll presenting the best in show awards.

So 524 could make the next copy of Land Rover World, and thus promoting the G-WAC Discoverys.

Bill Jones



Severn Valley Railway Display. 17th – 18th May

As part of the celebrations to mark 60 years of Land Rover, the Severn Valley Railway hosted a weekend of static displays by various Land Rover clubs at stations along the line. The Discovery Owners Club was invited to form a display at Bridgenorth station, which is at the northern end of this well-known steam railway.

Other clubs taking part, starting at Kidderminster, were the Series Ones, working up the line with Series 2, 3 and so on at the different stations, with the Range Rover Register sharing the car park at Bridgenorth with us.

The Discovery Owners Club put a display of nine cars on each of the two days, with my G524WAC heading up the display on both days. There was a good mix over the weekend with all the basic types on display at one point or another, including a good number of 200Tdis. On the Sunday the display was joined by a second G-WAC, with Graham bringing along 603 for the day. I had only purchased 524 from James on that Friday, so this was the first outing in a G-WAC for me, and Graham had only collected 603 earlier that week. This meant both vehicles were at their first event under their new ownership, drawing in their fair share of enthusiasts and station visitors who took photographs.



I would like to thank Graham and all the other DOC members for attending this event; I would also like to thank the Severn Valley Railway and Severn Valley Leafers for inviting us along for the weekend.

From the early feedback that I have had, this event may be repeated next year. If so I will let you know, because this type of event makes a good family day out.

Bill Jones.

Camel Trophy training hacks.

At a Land Rover magazine photo shoot that I was invited to last December, I had a chat with Roger Crathorne about the cars that were used for training the competitors for the Trophy event. In the July 2008 issue, of Land Rover Enthusiast magazine, the full list of seven cars is published and includes my own 463. A further car, C60JKG, was also used for training. This is a prototype and is currently at the Dunsfold Collection.

The LRE article states that none of the cars were in Sandglow colour, the Trophy colours, but 463 definitely was. I have a photograph that shows it repainted from the original white. It was not a complete repaint because the picture clearly shows the inside of the rear door as white.



At least three were in Sandglow, 475, 525 & 562. My 463 is well documented, and the other three are shown on the 1991 Burundi/Tanzania video whilst training at Eastnor. I cannot confirm it, but I would suppose, that the other three would have been repainted too, those being 494, 532 and 563.

The LRE article also states that these would all have been fitted with the internal rollcage. From the video footage, which I have, none were fitted with a rollcage and 463 certainly wasn't. There were a few differences between individual cars, i.e. quick release bonnet catches, under-body protection, light guards etc, some were fitted some were not. So it is quite feasible that some at least did have the cages



I have checked the DVLA database, 562 was still around in 2005, 563 is now with David Spirett, and 532 was last heard of in 1995 and remains unlicensed, strangely though, this one is listed as colour yellow: the only one of the group that is.

My 463 was once registered as beige and I have the record in the HPI check. 494 is currently on sorn (01/02/2008) and still listed as blue, so this one is definitely kicking about somewhere and is the only RHD car of the group.

Of 475 there is absolutely no history and no record. I tried both Land Rover and Rover on the database.

Ian

All change at the Bethell garage.

Well 510 has been sold to Nick Prior of Surrey and 469 have been sold to Mark Hayden of Stockport. Both are Discovery enthusiasts and hopefully will keep us posted on their progress with them in the future.



G603WAC

After fitting a few new parts to 603 I have taken it out a few times. I intend to be more active now I have 603 and have visited the event at the Severn Valley Railway on Sunday 18th May for the day. This was a great day out and we had lots to see. With the new museum now open and a train ride, which lasted a couple of hours, the family had a great time. The event was well supported with many Land Rovers at all the stations along the way. The Discoverys were all housed at Bridgenorth station, and after a nice sunny day we enjoyed a pleasant drive home through the countryside.

Back home it was into the workshop for the fitting of a new viscous fan and housing as these were missing. After fitting the fan 603 seemed to find more power and the turbo seemed to be working harder. I assume it was the load from the fan doing this and I can say it drives very well.



Having swapped the tyres for a set of new BF Goodrich ATs from 510, I decided to take a visit to the Discovery Owners Club National event. Having never visited the national before I was interested to see what went on. On arrival 603 was scrutineered, which it passed, and the fee paid for some gentle off roading. I intend to use 603 more and it won't be in factory condition. One of the dilemmas that I had with my now departed 469 was that it could only really be preserved and shown at events. This limited the use we could get out of it.

So after scrutineering had finished I gained a few passengers. Their cars had failed the checks so we set off into the unknown. 603 performed very well off road. Due to the weather the gentle tracks had started to become hard going and the easy stuff was in some cases black rated, or even closed off!

But we found a few good routes and spent about four hours playing in the mud. We got stuck a few times, but there was always plenty of friendly help and recovery assistance along the way to get us going again.



At every opportunity someone asked what I was doing taking a G-WAC offroad, but with a lot of time and careful driving, it survived the day and returned home with no damage, but a lot of nice mud plastered everywhere.

On arrival home I treated it to a good wash off underneath and on top, then spent the evening out for a drive in the country lanes. A great day and well worth the visit - even in a G-WAC!

During June I intend to tidy up a few small areas of bodywork, fit my rear access ladder, fit a rear tow bar for my caravan and look out for some nice original side steps.

With our baby due anytime now, events will probably be off until at least Billing, where 603 will be on display on the DOC stand.

Graham

Current known owners. @ 14.06.08

C742HUH
G226EAC
G279WAC
G310WAC
G406WAC
G410WAC
G463WAC & G480WAC
G465WAC
G603WAC
G469WAC
G470WAC
G473WAC
G486WAC
G488WAC
G482WAC
G490WAC
G510WAC
G524WAC
G526WAC
G511WAC
G563WAC
G711YRY
H871EWK

Charles Whitaker.
Janet Smart.
Neal
Mark Simpson
Andy Baker.
Robin Jeffery
Ian Rawlins.
Roy Preston.
Graham Bethell.
Mark Hayden
Frank Elson.
Garry Timmins
John Capewell.
Paul Sutton.
Nick Davis
Rob Ivins
Nick Prior
Bill Jones.
Peter Wykes
Colin Crossley.
David Spirett
Peter Hares
Mark Hardwick

Other known cars

G475WAC G477WAC G482WAC G496WAC
G521WAC G525WAC G602WAC

H871EWK

I thought I would let you know that I have finally taken the plunge!!! I have bought H871EWK and I am really pleased. It is a 5-door V8i used in the press shots at the launch of the 5-door and as seen in a couple of James Taylor's books. There was a full centre spread picture in LRO magazine at the launch

The plan was to get a G-WAC but this is the next best thing and I really wanted a V8 so it suits me well. You never know I may get a G-WAC in the future but this will keep me busy for the foreseeable future.

I am planning to get the car back to the same spec as in its original publicity photographs and I will keep you posted of my progress.



Mark Hardwick

C742HUH

The July 2008 issue of Land Rover Enthusiast magazine shows some pictures of the camouflage used to disguise the prototype Discoverys when out on the road.



These are a couple of pictures of my car when using the camouflage whilst on test.



Charles

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.

Roy.

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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