



Paul's G488WAC

G-WAC Notes

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



Ian's G480WAC

May Notes

The notes are rather late this month; my wife is in hospital having just had a stroke so things are a bit hectic, but here goes.

It seems to be musical cars this month, some of the notes were written before the sales took place but I have included the articles anyway.

The Heritage Run and display gave us the chance to meet up again and put faces to names of people who we had previously only spoken to, or contacted by email.

It is particularly pleasing for the few of us, who have only recently taken up the cause of the G-WAC, to meet enthusiast who have been interested in them for some years.

Peter Wykes has owned 526 for 18 years and it is a credit to him for its current condition. His car was featured in the Land Rover Owner magazine dated December 1989, as one of the first cars to be road tested after the launch. Charles, Rob, John and Peter, were at Gaydon and brought many years experience to the group.

My thanks to Graham, who did a great job of getting nine cars to the show. Graham can now get on with organising our 2009 get-together for the 20th anniversary of the Discovery.

Roy.

Graham

Gaydon Heritage Weekend

Thanks must go to everyone who made the effort to bring their cars along. I know we all had some troubles the week prior and poor Roy had problems on the way down. It just proves that running classic cars is hard work!

We ended up with nine cars each day and some new faces and cars appeared, included were 635 on Saturday and 526 on both Saturday and Sunday.

Janet Smart's G226EAC looked very nice and complemented our launch theme very well. Peter Hares also bought along G711VRY which looked as good in the metal as it did in the magazine a few months ago.

Some technical information and advice were also exchanged and even some rare parts swapped hands between the owners. It was worth all the effort and once again a thank you to all involved.

We need to think about an event for later in the year perhaps Peterborough? And of course we need to look at next year and see how we can celebrate the 20th Birthday of the Discovery.

524 is sold.

James Cromar

Now that I'm moving from Pershore, to near Hereford at the end of May, unfortunately the house we are going to doesn't have the necessary space or garaging for 4 cars so it was decided that I had to sell one of my Discos. The first one to sell was the 524 so I'll keep my 300Tdi for the time being.

Although owning 2 G-WACs now has not been a profitable exercise - quite the contrary in fact, I can take a certain satisfaction from the fact that I have put two G-WACs back on the road!

Well I have now sold 524 to Bill Jones, who I am sure will cherish her for a long time to come, knowing his history with "Clarissa", his previous 200Tdi, which he owned for 7 years. He's planning on doing a few jobs on her, which I am sure he will let you know about in due course.

At the Gaydon weekend I met up with Rob Ivins on the Sunday, as planned, and he took some photos of 524 in order to do a "Revisited" article for this months (July edition) of Land Rover Monthly magazine. I've seen a copy of the draft and it looks great. He intimated that once it was out on the shelves for a couple of weeks, he will send a high definition PDF of the article for us to use in G-WAC Notes and potentially Discourse as well.

480

Ian Rawlings

Not a lot happening with 480, the day after I arrived home from Gaydon I stripped the plastic sill protector off and removed the centre console units and stripped out the entire front carpets ready for some remedial work on the sill (drivers side).

Imagine my horror at finding a small hole under the carpet! Anyway not to worry she was having part of the sill done so we just added the floorwell in to be welded at the same time.

I must say it is all sorted satisfactorily now but I was not impressed at the price, which ran to £140.00, anyway it will soon be off to be completely waxoyled underneath to try to preserve the old girl now that she has been sorted.

Other than that all I can say is, that far from 480 sitting idle, I hitched her up to a car transporter last week to go and fetch a 109 Series III safari from Huddersfield. She worked hard for her money on Saturday by dragging the safari 40 odd miles home, but none the worse for wear.

Current known owners. @ 28.05.08

C742HUC	Charles Whitaker.
G226EAC	Janet Smart.
G279WAC	Neal
G310GWAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G470WAC	Frank Elson.
G473WAC	Gary Timmins
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis.
G490WAC	Rob Ivins
G524WAC	James Cromar.
G526WAC	Peter Wykes
G511WAC	Colin Crossley.
G563WAC	David Spirett
G603WAC	Graham Bethell.
G635WAC	Richard Beddall
G711YRY	Peter Hares

Other known cars

G469WAC	G475WAC	G477WAC	G482WAC
G496WAC	G510WAC	G521WAC	G525WAC
G602WAC	G640WAC		

G526WAC

Peter Wykes

Peter and Margaret Wykes have owned 526 for 18 years. It was featured in LRO magazine in an article written by Richard Thomas in December 1989. Peter and Margaret have been on many Heritage Runs from Lode Lane to the Heritage Centre at Gaydon.



G473WAC

Gary Timmins.

A warm welcome to Gary who has just bought 473. We hope to hear from him about his car for the next issue of the Notes.

Update on my vehicles.

Graham Bethell

469 passed its MOT first time but was then taken ill with electrical problems. These issues have now been solved and have since enjoyed a few trips out including the Driifield Spring Adventure Show.

A decision has been made that, following the arrival of 603; I will be selling 469 to make space for 603. It was a tough decision to make but having watched 603 blossom on the Discovery Owners Club forum over the last 18 months I felt it was a very good buy and a worthwhile project.

The intention is to keep adding factory extras, from the time of the 1989 launch, along with a few body repairs along the way. It will be kept in a used condition, with the odd scratch etc, as I think it all adds to the interest of the car.

I will do a brief history of the vehicle for a future edition of the Notes. Its history is very interesting having been owned for most of its life by Bill Morris, who was the Engineering Director at Land Rover, at the time of the launch.

603's 1st outing was to the Severn Valley Railway for the Land Rover 60th Birthday weekend. It ran very well and it's a credit to both Lee and Craig for all the work (and money!) they have both put into the rebuild.

When I tried to sell 510, there was a bit of interest in it, but the no MOT status seemed to be putting buyers off. I have now had the welding finished off and it now has a 12-month MOT on it for the first time in three years. By the time you read this it will probably be sold as it's currently on Ebay.

I have swapped a few parts with 603, for example, the front bumper and the BF Goodrich tyres and re-conditioned rims. Over the coming days there are a few more parts to swap, but when I have finished I can be happy to part with 510 knowing that it helped 603 along the way.

G524WAC.

524 heading into the main assembly area at Gaydon.



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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