



Graham's G510WAC

G-WAC Notes

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



Paul's G488WAC

October 2007.

With the London to Brighton behind us now and the Land Rover show season over it is now time to recap on our activities this year and to try to plan for next year.

With the publicity which we have had in the Land Rover Owner International magazine about Grahams 469, in the Frank Elson's column in Land Rover Monthly, Frank mentions Graham and Karen again on page 221 of the November issue, the momentum is growing with more G-WACs coming out of the undergrowth.

This is good as we make owners aware of our aim, which is to save as many of these early cars as possible and not let them be broken for spares.

These Notes are now posted out to a few owners who are not members of the Discovery Owners Club and therefore do not see the Heritage / Special Editions Section on the DOC forum.

If I am repeating some items that you have already seen on the DOC forum, please bear with me because they are here for the benefit of those owners.

The fact that the DOC forum has now got a separate thread for each subject is making it easier for me to write up some items. If any of you who post on the forum do not want me to repeat your posts here then please let me know.

Roy.

2008 Gathering.

From the individual discussions that we have had about a meeting once per year, I think the consensus is that the Heritage Run at Gaydon on 3rd – 4th May should be our goal.

Whether or not we all apply to go on the run is up to each of us but we need to see if we can meet up somewhere at the event and show the Land Rover fraternity what we have achieved so far.

A run in the arena with six or so cars would be a big boost to our cause.

Please let me know what you think about the idea, I can be contacted by phone on 07809 380144 or by email at email4graham@tiscali.co.uk.

I have now set up a G-WAC website which can be seen at www.g-wacdiscoverys.net.

Graham Bethell.

Current known owners.

We are pleased to welcome Paul to our group. Paul has just bought 488 from James, and Graham has bought 510 from Mark Dixon.

G226EAC
G279WAC
G406WAC
G463WAC & G480WAC.
G465WAC
G469WAC & G510WAC
G482WAC
G488WAC
G524WAC
G511WAC
G603WAC

Janet Smart.
Neal
Andy baker.
Ian Rawlins.
Roy Preston.
Graham Bethell.
Nick Davis.
Paul Sutton.
James Cromar.
Colin Crossley.
Lee Donal.

Roy.

G457WAC

Away from home on my travels in Cornwall, I spotted 457, a red 3 door parked in a driveway. It was not there on another day and looks like it is in daily use. It appears that it is Corallin red, SVD79, RHD, Tdi and was featured in LRO January 1990.

Lee will be in Cornwall again soon and will try to find out more about it.

Darren from Yorkshire (not a G-WAC owner – yet) has a copy of an early Caravan Club magazine, Enroute, dating from December 1990 – January 1991 which includes a road test. 457 was sporting a factory fitted bull bar with both driving and fog lamps fitted.

In conclusion to the article the writer states 'on a short acquaintance one might prefer a Shogun as being easier to drive on the road, but the Discovery's permanent 4WD does make it ultimately that bit safer, and its aluminium panelled body will probably last longer'. Perhaps the writer never dreamed that it would still be alive & kicking at the end of 2007.

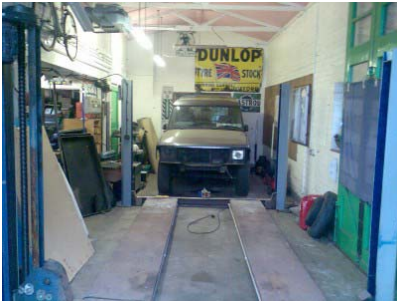


Graham Bethell.

G510WAC.

After months of planning to collect 510 from Mark Dixon, it was finally collected on 6th October 2007 and delivered to my place for a rebuild over the winter.

It had been stored in a narrow garage behind a car ramp so had to be driven out over the ramp with the aid of a few blocks. Having spent most of the day working on it, G510WAC fired up, drove over the ramp and out of the garage from where it had stood lifeless for 2 ½ years.



Once out of the garage it needed to be loaded onto my truck for the journey home.



So what's got to be done; Complete offside inner wing replacement, it is very rotten. Near-side outer rear quarter panel repair / rebuild. Front end re assembly (it had been stripped for a new inner wing then left when Mark changed his job).

A major service – although the amount of work that Mark had done on it is beyond belief – and my pocket. !! Interior re fit including rear seats and belts. (Mark ran it as a van, as seen in the Land Rover Owner magazine) Dashboard rebuild – it had been stripped to find a wiring fault and left. (Not sure if he ever did find and fix the fault). So there will be some electrical testing to be done.

Some other bodywork tidying is required. The roof front lip above the windscreen is very blistered and wont last much longer without a major repair. Then of course the MoT inspection and test.



As work goes on, and more bits get removed, repaired and refitted, I will take some pictures and do a progress report for another issue of G-WAC Notes.

The scheduled first outing is Gaydon 3rd – 4th May 2008, so I had better put a workshop manual down on my Xmas list !!

Graham Bethell.

G524WAC

I've booked 524 in with a friend of mine who is an ace welder, the week before Christmas, so that it gives me some time to sort out the bodywork, swap the bonnet and the rear door for the ones I got off 313, replace the windscreen, sort out the sunroof seals and strip the interior ready for the sill welding.

So not much to do there then !!. I've repainted the wheels to silver, the ones that were on 488 with the decent BFG Longtrails (they were silver when I got them, then painted them white, now back to silver –hmmm). Well at least with about six layers of paint it should hold back the rust for a while. Oh and front and back bumpers are now off ready for a refurbish.

Luckily the rear crossmember is still in excellent condition; it appears to be the sills and several mounts that have suffered the worst corrosion, but should be plateable.

James Cromar.

B52COH

Not a G-WAC, but an interesting piece of history about the first Discoverys was posted on the DOC forum by Lee. He saw this white car at the Dunsfold Collection; it dates back to 1988 and is the oldest surviving Discovery.



Darren Burgess, the Secretary of the Discovery Owners Club, replied to the post, agreeing that it is possibly the oldest surviving Discovery prototype left. Its code name was Jay 5, the Jay being the name of the project within the factory. It has a V8 efi engine although the first production cars were fitted with the carburettor fed version.

The car has been in deep storage at the British Motor Industry Heritage Trust (BMIHT) collection and is on long-term loan to Dunsfold. After not being run for ten years it only required a fuel pump, clutch, keys and minor servicing to get it up to MoT standard.



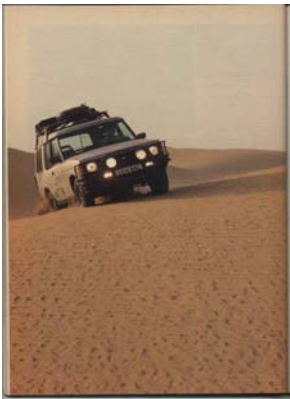
The "B" prefix registration number would have disguised it whilst it was out on test on the road. The car was featured in the November 2004 edition of Land Rover Owner International magazine.

Roy.

G603WAC

Progress with 603 has not been as quick as I had hoped, due to a workload and house commitments. She is now back at home with me in Plymouth, is taxed, has a current MoT and insured and I have had a couple of very pleasant sunny Sunday afternoons pottering about in her.

The long-term plan is to fit all of the correct accessories as fitted to 514 that went to Morocco with "Car" Magazine, see attached photo. I now have the correct roof rack, collected from a gentleman in Staines, and a member of DOC has a set of the correct bull bars that he will shortly be shipping to me once he has sorted out some packaging. The access ladder and two rear light guards will be bought new from our local Independent, Brookwells.



The primary concern at the moment is to get her through the next MoT, which is due in early December. For this both sills will require welding but I'm struggling to find someone local to me who is capable of the job and wants the work. Practically all of the brake system is new, so that is done.

Following a miss described purchase from Ebay of the correct steel wheels, I need 5 tyres. These have been ordered this week and will be collected on Saturday. On the grounds of cost, I have ordered Colway 205 R16 AT tyres. When the new tyres are fitted I'm going to rotate the wheels, hand sand the rims and spray them with Smoothrite silver, which I



have found in the past to be a durable and effective finish.

Because the spare wheel carrier has a broken stud, I will replace it with the new one that I now have. Both front wiper blades are now new, but I'll replace the rear one for the MoT. Both of the rear mud flap/body side brackets will be replaced along with new rear mud flaps. She should then be fit for the MoT.

Now for the other bits!! My brother still has a set of the correct height springs that have had very little use, (600 miles), these will be collected when we visit at Half Term, and may be fitted in time for the MoT. I also want to replace the corroded front mud flap brackets and fit a set of front mud flaps.

The rear door is showing its age in the corners, if



a clean one comes up in the correct colour, I'll replace it. The inner wings and then eventually the rear floor will need repair replacement some time in the future, I soon plan to buy a MIG welder and I've twisted my brothers arm to have some lessons. I'm secretly hoping that by the time he has shown me everything, all of the welding will have been done!

The roof rack is now disassembled ready for cleaning / refurbishment as necessary. The bull bars will need the same treatment.

All of these works WILL be completed in time for The Heritage Run 2008, and I'm hoping to have her on the stand with the other G-WAC vehicles, possibly under the Classic Section banner.

Lee Donal.

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.

Issue 5. October 2007