



James's G488WAC

G-WAC Notes

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



Ian's G480WAC

January Notes

A belated Happy New Year to you all and many hours of restoration.

I have managed to almost fill three pages this month and a special warm welcome to newly found owners / enthusiasts. John Capewell, Frank Elson and Charles Whitaker.

I look forward to meeting you all sometime over the coming year and for you to meet our other enthusiasts.

Roy.

The Heritage Run. Gaydon, 3rd – 4th May.

No more news yet from Graham about the Show but it looks as though it is going to be very busy with little space for us as a group.

I expect the DOC stand will be full of the stand helper's cars, and if we get a stand of our own it will be small. More news from Graham later.

I gather from the DOC forum that Janet, James and Lee are applying for the run. I will not be booking for the run but will try to get on a stand somewhere. Both James and Lee say they will try to get on a stand after the run but I understand that the rules say that if you go on a run then you will not be able to get onto a stand.

If we can't get a prominent place we will try to get a photograph together in the car park. Six or eight G-WACs will make a good picture.

Roy.

Current known owners.

C742HUC
G226EAC
G279WAC
G406WAC
G463WAC & G480WAC
G465WAC
G469WAC & G510WAC
G470WAC
G486WAC
G488WAC
G482WAC
G524WAC
G511WAC
G603WAC

Charles Whitaker.
Janet Smart.
Neal
Andy Baker.
Ian Rawlins.
Roy Preston.
Graham Bethell.
Frank Elson.
John Capewell.
Paul Sutton.
Nick Davis.
James Cromar.
Colin Crossley.
Lee Donal.

Other known cars

G475WAC
G477WAC
G482WAC
G490WAC
G496WAC
G521WAC
G525WAC
G602WAC
G640WAC

Roy.



James, Ian and Graham after the Heritage run last year.

James with 488, which is now owned by Paul Sutton.

G524WAC

James Cromar.

I started stripping back the section over the



windscreen and found a number of holes and some evidence of poor repair work in the past. Someone has attempted to repair the panel by squirting large quantities of silicone sealant into the holes and then filling on top.



I intended to remove the headlining to see if I could get in behind the roof panel and clean out the silicone, but I learnt from Roy that it is a box section that can't be reached from the inside, so I borrowed this idea from him: -

1. Get some of that P38 fine aluminium mesh.
2. Cut it to just a bit larger than the hole.
3. Loop some strong thread through it so you have a big loop.
4. Feed the mesh into the hole
5. Dab some filler around the inside edges of the hole
6. Pull the mesh back from the inside with the thread so it's flush with the inside of the hole and secure the thread to the screen with masking tape
7. Once the filler has gone off - you've got something to fill against.



To get the right colour match, I will use a yellow filler / primer under the top coat as a base coat and achieved a much closer match with the existing paint.

The header rail isn't perfect but at least it doesn't have gaping holes in it now. I may need to do the exercise again at some point next year, we'll see.

So I'm making some progress. "borrowed" a friend's barn for the weekend to get the Disco out of the weather so I could have a concerted push on finishing the prep and paint on the repaired roof panel and the section above the rear door.

I was finding that painting outside in this weather was just not working for me. Far too much wind, cold temperatures and rain! Anyway, etch primer; filler primer (yellow), 2 coats of Marseilles Blue and then 2 coats of Landy Laquer have now gone on. I'll need to use some rubbing compound to match in with the existing paint.



Then I'll be able to remove the windscreen and replace with the non-cracked one. I cut the lip off the rubber seal across the top of the screen, which exposed enough of the roof panel not to require the entire removal of the screen. Also helped when sanding as it kept the interior clean and dry.

I will send in another report as I make progress.

James.

G486WAC.

John Capewell.

It is very good to see someone taking up the G-WAC baton, and running with it, after years of them being undervalued and unloved - there are probably less G-WACs remaining, than YVB / NXC Range Rovers.

I was very interested to read in the November Notes about the blue border on the bag - I have not heard of this before, but the clips for a production bag were also the wrong way round on my centre console.

Another area to look at is the dashboard ends - do they have an air vent or not for the side window demisting? Mine does not but I don't know how consistent this is as a G-WAC feature? Also the fabric-covered handbooks seem to be pretty rare, I have mine but have never seen another.

The other thing that was cock-eyed on mine was the ashtrays. They were fitted the wrong way around in the doors, so they open the wrong way. The one on the left is stamped "R" inside and vice versa?

Some of the trim parts don't have part numbers stamped on the back either - worth a check before you throw them away and fit replacements.

Other early features, not just limited to the G-WACs, are smooth number plate light cover and



a Discovery sticker on the centre of the spare wheel disc, not an embossed one.

486 was featured on the front cover of LRO for the launch issue in 1989 and has been on LRe front cover as well. It is off the road now as the MOT has expired and it needs work, so its future is currently uncertain (replaced by a Ford Ka as my wife's daily driver after nine relatively trouble free years.).

John.

C742HUC.

Charles Whitaker.

It is good to see the interest shown in this pre production example. I worked for Bill Morris, when he worked at Land Rover, and saw the vehicle when it was the first Discovery to be entered in an ARC trial in 1989.



Because it has been stood outside for a long time it is in quite a state. Fortunately I have now got the vehicle garaged.

So far I have rebuilt the transfer box, as the front output bearing was mostly in the bottom of the case, and it had run without oil, and I have just finished the back axle.

There is a lot of work required just to get the vehicle back on to the road. As the article in LRe says, there is no plan to rebuild it to concours standard but just preserve it and make it roadworthy.

Charles.

G470WAC.

Frank Elson.

Frank Elson writes for the Land Rover Monthly magazine. In the October 2007 issue he mentioned that he has had some involvement in a G-WAC that is being restored at the moment.

I have been in touch with him and the car in question is 470. He said that at the time it was in Holland.

I don't have a picture of it but he has promised to write something about it for these Notes.

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.

Issue 8 January 2008