



Paul's G488WAC

G-WAC Notes

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



Ian's G480WAC

February Notes.

My how time flies, February already and only 29 days this month, will I really get 465 on the road for Gaydon ?

A warm welcome this month to Peter Hares with G711YRY, and Robin Jeffery with G410WAC. We hope to see you at a show sometime.

Who spotted my mistake last month and did not tell me about it ? A picture of C742HUH and the caption for the piece headed C742HUC.

Graham is doing a sterling job with the Gaydon show, lets see if we can fill our space even if we have to trailer some SORN'd cars to the show.

The article in this issue about 486, from John, is about his first involvement with a Discovery. His story will continue next month to tell how he and a few other enthusiasts started the Discovery Owners Club.

Roy.

G603WAC.

Well it must be the welding time of the year; we all seem to be replacing rusted metal just now. I had planned to be at the welder on Saturday but I have been in touch with him and his current job has over-run, so 603 won't be delivered to his workshop yet.

At the moment it looks like it will be next Sunday, for welding to be done that week. I'm hoping that this will be the last time the slot moves, as the tax runs out at the end of February, and I want the MoT renewed before budget day when the cost of the tax is likely to increase again. !

Once the MoT is sorted, I can look at all of the nice things, like fitting the standard springs, and sorting the bullbars and roof rack etc.

Lee.

The Heritage Run, Gaydon 3th – 4th May 2008.

We have made some good progress for the event at Gaydon in May 2008. I have been asked to provide a suitable "display" of 200 series cars - as previously stated they must be standard cars no lifts / winches / big fat tyres etc! They must only be 200s and you must assume that: -

- 1) Your car will be on the stand for two days, and
- 2) You will not be eligible for the road run if your car is on the stand - no exceptions I am told.

The Discovery display area is 40m x 40m and will form part of the main show areas on the weekend. The Discovery section will include 200, 300, Series II and D3 so we will have approximately a 20 x 20 space to fill.

Chris Gorvin, who is a member of the Discovery Owners Club, will manage the whole display on behalf of the BMIHT,

So far we have for the display, me with 469, and 510 if we are short of cars, Roy with 465, James with 524, Paul with 488 and Lee with 603.

If anyone else is interested then please let me know if you can only make one day, as those who can be on the stand for the two days will be given preference. Details of your car (and a picture if I don't know it) would also be appreciated.

I can be contacted by phone on 07809 380144, by at email4graham@tiscali.co.uk or you can add a post on the Discovery Owners Club website www.discoveryownersclub.org. in the Historic/ Special Edition section on the Gaydon 2008 thread.

Graham

G711YRY. V8 Arken Grey,

There is an article in the March issue of Land Rover enthusiast about a 1990 V8 with only 30,000 miles on the clock. Apparently the car is very clean and has been off the road in a barn since 2001.

It was owned by a farmer who clearly did not use it as a farm vehicle because it has only averaged a few thousand miles a year. The illustration in LRe shows a number of original documents including a fabric-covered handbook.

Now owned by Peter Hares, he is not sure what to do with it because he does not want to move it on

only for it to be run into the ground. Heaven forbid if it were to be bobtailed like 602.



I have been in touch with Peter and he says that he will be applying for one of the runs at Gaydon. We look forward to meeting him there.

Roy

Picture by kind permission of LRe magazine.

G486WAC. John Capewell.

I suppose that the story really starts on my shift at work when a guy introduced me to Rob Ivins. We both owned Series 2 SWB Land Rovers and Rob lived less than a mile from the factory where we both worked. This would have been about 1983 and a full six years before the Discovery was launched.

Bob had (has) a penchant for collecting Land Rover oddities and rarities and it was through this friendship in 1994 that I ultimately became the owner of pre-production Range Rover YVB 160H.

The next twist of fate came in 1998 when I was posted to the colonies (Wales). I had to leave my family behind in the Staffordshire Moorlands for ten months over the winter, to wait for a house move that fitted in with school term times. At this time we were running a Fiat Uno on the seven mile each way school run, a troubled little car that had the heart of a lion and the body of a leper, and by October the gearbox had totally failed so we were unexpectedly in the market for a new set of wheels.

So the search started, with my long suffering wife saying that she needed a 4x4 because of the rural, twice-a-day 14 miles for a whole winter, and the cavalry (me) now three hours away on a good day. We reckoned a 5-door Vitara would fit the bill with two kids and a dog, so we set off on the endless drive around the second-hand dealers to view lots of over-priced rubbish.

At the end of a long day trekking all over the place armed with multiple copies of Autotrader, we were at the end of our tether and decided on one last try, a run of about 50 miles down to an independent dealer in Nuneaton. Guess what we found? yes, more over priced rubbish with the ubiquitous red 5-door Vitara with sills that were blowing apart between all the spot welds and looked like a stack of cream crackers.

We were just about to give up and go home, but as we walked across the forecourt my eye was caught, not by a vehicle, but a registration number, G486WAC.

It was attached to a very sad looking black V8 Discovery languishing on the back row and so tightly boxed in that half of the stock would have to be shunted to get it out. I said that I thought that I recognised the number and we agreed to go and investigate. So we ended up taking a test drive in a 1990 Tdi Discovery just to see what we thought of them, never having been anywhere near a Discovery of any type before.

Having had a lot of experience of V8 Range Rovers, and combining that with a short test-drive, it was agreed that 486 was a definite maybe, especially after a quick call to Rob and him confirming that the plate also sounded familiar to him. Robs research soon found out that 486 was indeed one of the 86 cars featured at the launch in Plymouth in 1989.

So that is how we came to have a gas-guzzling V8 as my wife's daily driver, ready to do about 9,000 miles in the first year. Part of the thinking was that the £50+/week fuel bill would have us getting used to a higher cost of living, so that we could get a house in South Wales within walking distance of school (or failing that with a free school bus) and the fuel budget could then be ploughed into a bigger mortgage and we wouldn't notice the difference.

The old girl has soldiered on in our ownership for over nine years and now shows less than 112,000 recorded miles compared to about 91,000 when we bought her. I have tried to keep everything standard even down to running the correct pattern Goodyear Wranglers. To be fair she has never needed too much TLC, but now has a collapsed body mount on the rear cross member as well as the strap that secures the petrol tank having succumbed to the corrosive effects of 18 British winters. There is also the usual crop of 'character adding foibles' associated with any Discovery of this age.

We have now decided to do our bit to help Gordon Brown meet his climate change targets, and with the demise of the MoT certificate, we will park her up and run something a wee bit smaller. I suppose that we have two choices really, mothball her for a future restoration, when time and inclination both arrive at the same time as a dollop of cash, or sell her on.

So if you would like to own a little piece of Land Rover history, and while there is enough time to get her back to showable condition before the Discovery 20th Birthday party, then please do drop me a line on john.capewell@tesco.net. If I get a sensible offer from a responsible potential owner then we will sell, but it is not for giving away, it will be barn stored as a future project.

486 also saw the start of the Discovery Owners Club, but more about that later.

John.



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G-WAC websites.

There are a couple of websites that feature G-WACs. For those of you who have access to the World Wide Web here are the addresses: -

www.northmead4x4.co.uk

www.g-wacdiscoverys.net.

Current known owners. @ 10.01.08

C742HUH	Charles Whitaker.
G226EAC	Janet Smart.
G279WAC	Neal
G406WAC	Andy Baker.
G410WAC	Robin Jeffery.
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G469WAC & G510WAC	Graham Bethell.
G470WAC	Frank Elson.
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis.
G524WAC	James Cromar.
G511WAC	Colin Crossley.
G563WAC	David Spirett
G603WAC	Lee Donal
G711YRY	Peter Hares

Other known cars

G475WAC. G477WAC. G482WAC. G490WAC
G496WAC. G521WAC. G525WAC. G602WAC
G640WAC

Roy.

G480WAC

Well guys things have been a little busy of late, after that photo shoot with LRO, 480 was due for its MoT.

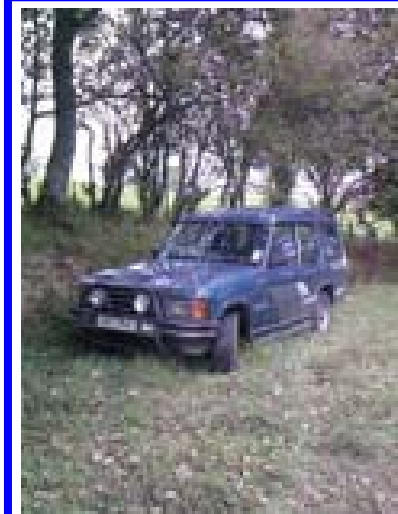
Glad to say she more or less sailed through this time, just a slight hole in one of the sills that we missed last year, anyway 480 is now tucked away until the spring,

I ran her for a bit too long last year as the amount of salt on the roads up here in the North at the moment is horrendous, it's taken me all day today to clean the old girl off.



Interesting to see that article in LRe, I have noted that the two D registered Discoverys are listed as unlicensed in the DVLA information; I wonder if they still exist?

Ian.



Robin Jeffery has been in touch and sent a couple of pictures. He hopes to take 410 to Gaydon and will send us some more details about the car for next months' Notes.

Graham.

G410WAC. V8. Blue.



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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