



Lee's G603WAC

G-WAC Notes

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



Ian's G480WAC

A Merry Christmas and a Happy New Year to all Discovery enthusiasts.

December Notes.

I thought I hadn't much to write about this month, but thanks to Ian and Lee I have managed to fill a few pages, and I needed to wish you all a Merry Christmas and a Happy New Year anyway.

The weather here, up North, is quite cold now and Margaret doesn't like me spending too much time in the garage, she is worried that I might get a cold and not reach my 73rd birthday next month, so my hobby is restricted to only a few hours per week.

We have a double garage but to work all round 465 I need to leave the H reg. and the car outside. I am also restricted for height so any jacking high to work on the sills needs to be done outside. To make matters worse the clutch on the H is giving me trouble, but I think it is only the hydraulics.

I look forward to seeing you all at Gaydon next year.

Pre production Discoverys.

There is an article in the January issue of the Land Rover Enthusiast magazine about some pre production Discoverys. It features C742HUH that is owned by Charles Whitaker. He has no plans to turn it into a concours exhibit but will get it back on the road as it is.

It is a white car with a black rear door, black round the bottom of the doors and at the front edge of the bonnet, as camouflage, whilst out on test. It is thought to have had some panels from behind the side doors and over the top to make it look like a milk float. It was built in early 1988 when the "off-tools" panels were ready for evaluation.

Four other pre production cars are mentioned in the article, B62COH, C60JKG, D750LWO and D176OTX. If you know any more about C742HUH, Charles would be pleased to hear from you.

G226EAC.

Janet reports that she has started to fit the new rear floor and will keep us informed of her progress. 226 is a pre production LHD 4 door V8i.

Discovery Owners Club, website forum.

When I started to produce these notes, in May this year, it was with the intention of getting together the Discovery enthusiasts who own the cars that were prepared for the launch of the model in 1989 at Plymouth. There were 86 cars at the launch and were all registered by Land Rover with a Coventry suffix WAC, so I called the notes G-WAC Notes.

I am pleased to say that there are now eight owners corresponding with each other and passing information about the restoration work that is being carried out, and the methods used. Some owners have two G-WACs.

The Committee of the Discovery Owners Club, (DOC), agreed that the Notes were a good idea but suggested that they should incorporate any model of Discovery that was of particular interest to Discovery enthusiasts e.g. Special Editions, G4 Challenge cars, Camel Trophy cars etc.

The DOC Committee agreed to include a section on the forum, entitled Historic/Special Editions. This has been a great success for those of you who are members of the DOC, and I thank the Committee for that.

However, the forum does seem to attract only G-WAC owners and I would like to know if you have any ideas which will give the owners of other specials the incentive to post on the forum, or perhaps they could send me an article for inclusion in the Notes.

More G-WACs spotted.

486 has been seen by Mark Simms, in the Stoke – on – Trent area, 640 has been seen in the St. Cleer area of Cornwall by Paul, and 477 at the Abingdon 4x4 Festival.



486 was owned by John Capewell, the DOC President. Does anyone know if he still owns it ?

Perhaps we can find out more about 640 and 477 ?

Roy.

Land Rover Shows, 2008.

Here are some dates for your 2008 diary. I will be at most of the events but a couple do clash with local Classic Car shows, which I like to attend with the Yorkshire Section of the Discovery Owners Club.

3 rd – 4 th May	Heritage Run	Gaydon.
10 th – 11 th May	LRO Spring Adventure	Driffield.
22 nd – 27 th May.	ALRC National.	Eastnor.
30 th May – 1 st June	DOC National	Sibbertoft.
18 th – 20 th July	LRM Show	Billing.
13 th – 14 th September	LR Fest.	Peterborough.
5 th October	London/Brighton Run	Brighton.

There may be another show at Eastnor but I haven't got the date yet. There was a show at Malvern for a few years but I don't think that is on in 2008.

Photoshoot with Land Rover Owner magazine.

Land Rover Owner magazine contacted me about a photoshoot at Eastnor Castle, and I agreed to have a run down to do this for them. I went down on 5th December and the article will be published in the March issue (out 2nd February)

It was a pretty cold day and I stood around waiting for the photographers to get the picture just right. It's cost a bit in fuel to get the V8 down there but hey; we will get a little more publicity out of it. The shoot included a Series II, IIa, forward control, Range Rover Sport, D3 and a Classic Range Rover.

I had a talk with Roger Crathorne, and when the subject got around to the G-WACs, we discussed the ones that were used for Camel Trophy Training. According to Roger, only six of the press fleet were sprayed in Camel colours and sent to Eastnor for the driver training sessions.

Of the ones I know that I can remember, apart from my 463, they were 475, 521 and 525. I am not sure if the six include the one held at the Dunsfold Collection, this has a snorkel fitted and it is quite battered in the same way as all the other G-WAC Camels are.

I will dig out my video and try to identify all six.
Ian Rawlins.

Current known owners.

G226EAC	Janet Smart.
G279WAC	Neal
G406WAC	Andy Baker.
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G469WAC & G510WAC	Graham Bethell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis.
G524WAC	James Cromar.
G511WAC	Colin Crossley.
G603WAC	Lee Donal.

Other known cars

G475WAC
G477WAC
G482WAC
G486WAC
G490WAC
G496WAC
G521WAC
G525WAC
G602WAC
G640WAC

If any of these are wrong or you know of others please let me know.

Roy.

G603WAC.

Work on 603 towards the MoT has been slow but steady, due to a silly workload at the moment. The MoT is due 6th December, and is looming fast, so plans have slightly changed. The original plan was to have her tested whilst visiting my brother and James at the end of November, but I'll use this as the "last trip out", keep her off the road for the winter, and I have pencilled in a new deadline for the end of February, which is when she will need taxing again.

This is more realistic and takes the pressure off. I might put her through the test to get a Failure Sheet. Through the Local Section Representative of the Discovery Owners Club, I have found someone who will do some welding for me, thank you Nigel, so I expect she will be visiting him in January 2008.

I have spent some time, and miles, collecting bits and pieces that I wanted. I now have the correct bull bars, for which I had to drive to Milton Keynes to collect. They're in pretty good condition but I will refurbish them. I also have the correct roof rack, as previously mentioned, and a recent acquisition from Ebay was a correct cubby bag, bought and delivered for £10.50 ! It even has the shoulder strap in its plastic bag.



Four of the five wheels have been refurbished, stripped of the old tyres, valves and weights. They were hand sanded, and sprayed with Smoothrite



silver, before the new tyres were fitted and balanced. The fifth is stripped and I am about to start the sanding process.

New rear mud flap brackets and mud flaps have been fitted, using stainless nuts, bolts and washers. Removing the old ones was fiddly to say the least,



but the finished result really smartens the look of the car. The rear silencer was catching the new mud flap bracket steady arm on the near side, so I have re-hung the exhaust with new slightly longer rubbers, a freebie from Kwikfit. The hand brake has now been correctly adjusted, and is fully applied at "3 clicks"

The replacement rear spare wheel carrier is now fitted, thanks for your help Mark, but the door card is still off because the door does not always open with the handle and I need to change the lock spring. Once she is MoT'd, I will start looking properly for a "same colour" replacement rear door, as the one currently fitted it is showing its' age. I will then fit the rear access ladder to this new door.

I was "slightly miffed" to find that both the new



callipers fitted to the front were leaking from the joint between the two halves. I have had to re-strip the front brakes, fit another new set of callipers, pads and fitting kits, and re-bleed the entire system. This is now complete. Again !!

Whilst at my brother's house we will replace the coolant with "Toyota Red", which is an oil based ready mixed coolant. It has a higher specific heat capacity, and is kinder to the internals of the engine and radiator.

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.

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