



Andy's G406WAC

G-WAC Notes

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



Bill's G524WAC

March 2009 Notes

Well done Graham for securing some space for us at Gaydon and Dunsfold this year. Just Plymouth to organise now. !!

Only a one-day show at Gaydon but I am sure that it will be as busy as ever.

The Dunsfold Open Day was cancelled last year because of a clash of dates with another show, so lets make it a good one this year.

Dunsfold Open Day 20th – 21st June

I have booked a space for us at the Dunsfold Open Day and have suggested five cars maximum, 603 will be there for the weekend and we need at least another four to make it a reasonable display.

So will anyone interested please contact me as soon as possible.

I have a form that I will complete and mail it immediately.

Gaydon Heritage run 3rd May

I have secured some display space for early pre production, G-WAC's, H-EWK's 5-doors, G registered or similar. We can have about five cars on site for the Sunday 3rd May (one day only show this year)

You will get free entry for the car and driver and one passenger. Discount camping is available at £15.00 Friday to Monday if paid in advance.

If you are interested and wish to confirm a place then please let me know as soon as possible of your interest, with details of your vehicle. I have three confirmed already.

If you are doing the road run you will not be able to join the display during the day as there is no movements on site after 9.00 am, apart from the arrival of the road run which will be directed to a pre arranged space.

You will therefore need to be on site from 08.30 am on the Sunday and you will not be able to depart until approx 5.30 pm.

Let's see if we can put on a good display again
Graham.

07809 380144 or email4graham@tiscali.co.uk

An extract from their website.



'Our show is again being held at the popular Springbok Estate. There is ample car parking on site. As usual, we are being supported by Land Rover and Land Rover Driving Experience who will be giving demonstration rides around the on-site off-road course.

There will be several Club Stands, Trade Stands, Arena Events and an Auto Jumble. Also on site, there will be a bar and catering facilities, with evening entertainment on the Saturday night'.

Graham

G-WAC websites.

There are a couple of websites up and running now that feature G-WACs. For those of you able to get onto the World Wide Web here are the addresses: -

www.northmead4x4.co.uk.
www.g-wacd discoveries.net.



G-WAC display at Gaydon 2007

Current known owners. @ March

C742HUH G226EAC	Charles Whitaker. Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G469WAC	Dan Hadley
G470WAC	Frank Elson.
G478WAC	Meghan Timmins
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis
G490WAC	Rob Ivins
G510WAC	Nick Prior
G524WAC	Bill Jones.
G526WAC	Peter Wykes
G511WAC	Colin Crossley
G534WAC	Steve Brindley
G563WAC	David Spirett
G603WAC	Graham Bethell.
G610WAC	Gary Timmins
G711YRY	Peter Hares
H871EWK	Mark Hardwick

Other known cars

G401WAC G457WAC G477WAC
G482WAC G496WAC G521WAC
G525WAC G602WAC G640WAC

Discovery Owners Club invited to photo-shoot

Neil Watterson, of the Land Rover Owner International magazine, is putting together an article to celebrate 20 years of the Discovery and needed some vehicles to feature in it

His natural choice of club to help with the photo-shoot was the Discovery Owners Club. He needed all models and variations of engines and body styles, 3-door, 5-door and van.



Peter Wykes's G526WAC, centre

The shoot took place in Northamptonshire and Peter and Margaret Wykes were there with 526 and had a great day out.

1988 Pre-production.

These cars were built in 1988 and similar to Charles Whitaker's C742HUH. The engine fitted to B62 COH is a 3.5 V8 Efi, The early production cars were fitted with the usual carburettor version, and so this is truly a very interesting car.

C60 JKG was tested all over the world, even in the Arctic Circle, and was at one time left submerged for three days in a mud hole, to test for water ingress through the various seals in axles and the like.

Pictures by kind permission of the Dunsfold Collection.



B62 COH



C60 JKG

G-WAC Adventures

After attending a local Auto jumble, we arrived at the CORE Off-Road site just at lunchtime. With flask and sandwiches in hand we watched the ensuing mêlée of the do-or-die mission drivers with their modified, planned or not, disappear into the mud of the bomb hole.

We had more sedate plans of a gentle photo shoot of 488 off-road. We trundled around the nursery slopes, stopping when we felt the vehicle tip one way or another to get a 'dramatic' photo. The sun had come out and we thoroughly enjoyed the drive round.

Many of the other drivers, in their 'suited and booted' motors I am sure were calling us sissy's but G-WAC's being what they are, and precious few left; caution was the order of the day.

The only drama was when we had been high centred on one track. In the first direction we drove it, a few shunts forward and backwards saw us triumphantly climb out of the ruts, but a return visit saw us stranded with all four wheels going round and no forward momentum for 488.

A gentle tug with a tow rope and we continued on our way.

There was jet wash on site so wheels/lights and number plate were cleaned off to make it street legal again, and we merrily drove to the farm and a proper wash down. Incredibly, some of the clay I had to prize off with a screwdriver, and then it wouldn't let go of the screwdriver blade – I'm sure there must be a market for the adhesive qualities of this clay!

For cleaning the brakes I only use water pressure from a hose, as I have bitter experience over the years of grit being blasted into seals from pressure washers, with obvious dire consequences. I don't take the wheels off either as by the time you have loaded the recovery gear, gone off-road and then fully cleaned the vehicle, you would need a three-day weekend for a couple of ours off-roading time. I also work on the theory that by the time you have driven the vehicle home for an hour or so, the heat from the brakes will have baked the mud hard and most will have dropped off or have no effect on the calliper as it is dry. Obviously routine maintenance is important and the wheels do come off every two/ three months just for servicing, and brake lines are brushed clean to check for any nicks in the casing.



Hope to see you all at Gaydon. This year the MoT is after the weekend and not a day before.

Paul Sutton

G603WAC

Graham Bethell

You may recall that whilst taking 603 to my friend's body shop for a makeover back in October last year, it was involved in a collision and ended up with a Peugeot 406 buried under and into the back end. Not my fault and no one hurt but it was written off with an estimate for repairs at over £3,000.

I have been giving my D3 some attention over the last few months but have now finished that so back on with 603. I negotiated to do a buy back from the insurance company and the work began.

It was all ready for its February MoT test and on the day just as it was being driven off there was total brake failure. So back in the workshops and I found the problem to be pinhole in a brake pipe, which in turn had drained the master cylinder.

A new brake pipe was made up and fitted. I lost the MoT slot and have shelved it for now. I think a later spring MoT would be better for me as it's warmer than a January prep.



Moving onto the bodywork, as you have read, firstly it has some rear end damage, which involves needing a new door. Secondly there has been a lot of corrosion to the aluminium in several places, which need attention. This means removing the side decals, and some major paintwork on the bonnet and doors to make it pristine. The lower rear quarters have had a good old rot away in the last year too.

With all this in mind and after a long discussion with my mate the painter, we decided a total re-spray was in order.

Now remember that at this stage 603 **IS NOT** pre production, it's not even the original body shell or colour, so all the quirky bits have long gone. It's already been a CAT C total loss in 1994 and another CAT C loss in 2008 so it's not got a great deal going for it in the way of history or originality.



So do I paint it silver and search high and low for another set of expensive decals? Do I paint it black and make it as original as possible? Well now I have pushed the boat out and decided to have it painted in camel Sandglow (over silver) to depict the best I can as one of the G-WAC's treated in this way for the 1990 selections and training for the Camel Trophy.

Now it's a professional job and expensive, the car is being stripped fully, glass etc to be done properly and should, when it's finished, be a first class job. It will be entitled a "shamel" and have as many features as the original training cars had (minus the dents!).

I felt there was little point doing another G-WAC restoration as so many had come to light in the last year or so - some so good that I would never get 603 to that standard.

There is still not a lot of interest in G-WACs and the prices are rock bottom. Hopefully by investing some cash into 603 it will create something with a wider interest and help it last a few years longer yet.

Unfortunately, to keep the cost down, I agreed to strip it and rebuild it myself - but luckily I have an apprentice who's keen, so it should not be too long before it hopefully resembles what I intend it to be.

First colour picture. Now for the refit.



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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