



Steve's G534WAC

G-WAC Notes

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



Bill's G524WAC

August Notes

I thought I could fill three pages this month but am just a couple of items short, so I will leave some for next month.

465 is really at a standstill now with hospital visits taking up nearly five hours per day. It is sorned, the insurance has expired and not been renewed, but Adrian Flux will keep it on record for me.

Welcome to Sandy Andrews from Perthshire with 302. Graham has come across 401 in Hinckley and hopes to have a few details about it for next month.

I was in my local dealer the other day, Ripon Land Rover, and asked if they had any records of the G-WAC that was allocated to them after Plymouth. They are looking back at some old records for me.

Do any of you know if Land Rover have a record of which dealer had which G-WAC after the launch? It would add to the history of our cars if we knew.



G534WAC

This one appeared on Ebay. It appears that it has been in storage in a garage less than a mile from my house for most of the last eight years! Small world.

It's a V8 in silver, slightly modified with later ES alloys and looks to have been painted as it has no decals (see pictures above). It sold for £700 with a new MOT on it. It has been purchased by a chap from Tamworth, Steve Brindley. I have been in touch with him via the seller and this is what he told me.

'Hi Graham, I have just bought the Discovery, and also live in Tamworth. Thanks for your email, and I would be grateful for any information that you could give me regarding the vehicle and its history. My intention is to keep it standard as a daily drive. This is my 11th Land Rover and second early Disco, as I like the non-cat/non-ABS benefits!

The Disco itself is pretty solid as it came with 12 months MoT. Just need to change the water pump as all the little minor faults have been sorted out today. I would have bought this vehicle at that price even without its history, and would probably have built an off roader out of it.

But as it is what it is, it will be kept stock; not as I think this will make it worth any more money, just merely to preserve a bit of Land Rover history. Steve.'

So it seems that he is keen to keep it as an original. Well done Steve.

Current known owners @ 25.08.08

- | | |
|-------------------|------------------|
| C742HUH | Charles Whitaker |
| G226EAC | Janet Smart |
| G279WAC | Neal |
| G302WAC | Sandy Andrews |
| G310WAC | Mark Simpson |
| G406WAC | Andy Baker |
| G410WAC | Robin Jeffery |
| G463WAC & G480WAC | Ian Rawlins |
| G465WAC | Roy Preston |
| G603WAC | Graham Bethell |
| G469WAC | Don Hadley |
| G470WAC | Frank Elson |
| G473WAC | Garry 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 |
| G711YRY | Peter Hares |
| H871EWK | Mark Hardwick |

Other known cars

- | | | | |
|---------|---------|---------|---------|
| G401WAC | G457WAC | G477WAC | G482WAC |
| G496WAC | G521WAC | G525WAC | G602WAC |
| G640WAC | | | |

By Graham

Books featuring G-WACs By Dave Dorling

In my role as archivist for the Discovery Owners Club, I am always on the look-out for brochures and books on early Discoverys. I bought two books which both have pictures of G-WACs and H-EWKs.

"Land Rover Discovery, The Enthusiast's Companion"
by James Taylor. ISBN 0-947981-79-9.

Published 1994 has pictures of :- G475WAC, G478WAC, G485WAC, H871EWK, H872EWK, H879EWK and H885EWK.

"The Land Rover Experience" by Tom Sheppard, ISBN 0-9514493-1-1 Part No. STC8545AA.

Published by Land Rover in 1993 has pictures of :- G457WAC in red, G462WAC in black and G488WAC in white, all three door RHD

James Cromar has given me a bit more information, as I haven't read the books yet.

475 Silver, LHD Tdi, then painted Camel Sandglow and was used for the main b/w press photos. It was then used for 1991 International Camel Trials then broken up.

478 Red, RHD V8, still licensed but owner is unknown.

485 Silver, RHD V8, unlicensed since 2005, so assume scrapped.

H871EWK RHD V8i, owned by Mark Hardwick, a DOC member

457 Red, RHD Tdi, still on the road, spotted in Cornwall recently.

462 Black RHD Tdi, no DVLA record so must have been scrapped after launch

488 White RHD V8, James used to own this one and sold her on to Paul Sutton in Hampshire.

G480WAC

By Ian

I've listed 480 on Ebay, as I need to sell one of my cars, either 480 or the Series II. The old heating boiler has expired so yours truly has to fork out for a new one, plus I have far too many Land Rovers kicking about again.

I've optimistically set the reserve at £2295, but we shall see. This is less than what MRM want for 525, and 480 is more original and certainly cleaner inside.

I'm not getting the time I need to maintain all the vehicles and absolutely no time or money to put into 463 at the moment, so hopefully someone will take over the mantle of 480, who knows? We will see.

I took her out the other day for a run in the Dales; what a fantastic touring vehicle. Although the weather was a bit inclement the drive was fabulous. I almost stopped on top of the moors to get a picture of her in the mist, but her indoors was having none of it. Oh well, till the next time.

Early Cars

Dave Dorling asked about some identifying details of early cars.

1. When did Land Rover stop putting the Austin/Rover logo on the top of the rear light clusters?

2. I have seen an early Discovery for sale on e-bay and the seller thinks it is something special, possibly a G-WAC, due to the bonnet pull being on the driver's side, is this true?

James replied.

'The Austin Rover Logo was on the rear lenses up to about the end of 1991 model year. I've certainly seen "J" registrations with them on.

The bonnet pull on the driver's side was only on 1989 built cars. So would be early ones only, but by no means just the G-WACs. Other "G" registered cars would be built like that. Just to clear up any confusion, by the term driver's side we mean right hand side of car, because a lot of G-WACs were LHD.

1989 built ones also had the smooth rear door grab handle/number plate light unit instead of the dimpled effect type that was from 1990 onwards.'

G302WAC V8 7seats Mistral Blue

Now covered 165,000 miles, only three owners from new. Owned by Sandy Andrews, a gamekeeper and village blacksmith from Dunning in Perthshire.

It was owned by Windsor Great Park until 1999 when it passed to a dealer in London and on to Sandy. It has just had a new rear body crossmember, some work done to the sills. It is a daily driver, is used for his gamekeeper's work and as his truck for the blacksmith's shop.

Ian's G480WAC



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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