



Paul's G488WAC

G-WAC Notes

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



Ian's G480WAC

September Notes.

With most of the cars now registered with the DVLA as sorn, things are very quiet on the G-WAC scene, but I am pleased with the progress that we have made in tracking down some G-WACs and other very interesting early Discoverys. When I say we I mean Ian Rawlings and me, when we first started to correspond with each other early last year.

Very soon after the first issue of G-WAC Notes, along came Graham and James. At Gaydon, Lee and Craig joined us and we had six cars on the Discovery Owners Club stand. The list is now quite impressive and our thanks to owners who have allowed us to print their names alongside the registration numbers of their cars.

A few cars have changed hands now but we still know where they are and hope to see them out at shows next year.

There must be a time when, as a small group of enthusiasts, we will have found all the early cars that are still around and I think that we are about there.

So perhaps there is only enough news now to fill a single page of Notes and I will therefore miss October and ask you all to let me have something to write about then. I am sure that Graham will let us know how he gets on fitting his inner wing parts and the progress with the paint job.

Roy

Ronnie Maughan at YRM Metal Solutions www.yrm-metal-solutions.com



G603WAC

by Graham

603 is now sorned for the winter months as the tax has run out. We went to Peterborough but in our D3, and took the caravan. We have decided to give London to Brighton a miss this year due to the busy year we have had with baby Jack and the wedding etc.

John Capewell kindly answered my question about 603 at the 10th Birthday, and sent me a picture of it there. This adds more to my history on the car.

My plans for the winter months will almost certainly involve a new inner wing or two, and a look at some of the bodywork issues. I bought an inner wing replacement from YRM Metal Solutions at the Peterborough show. YRM have a website at yrm-metal-solutions.com and now have a good selection of replacement panels for the Disco.

It's not possible to tidy the car up without a total respray, so is there much point on another stock G-WAC which will never be as good as some of the others that have appeared of late?

I am considering a rebuild and repaint into what has been described to me as a "shamel" in other words a repaint into Camel Trophy livery similar to the one at BMIHT. The car would then depict the G-WAC Camels and I would continue the extras theme that I have started. Remember of course that 603 has already had a 1991 body fitted to it and lost all its G-WAC-ness. Such items as, smooth rear door handle, drivers bonnet pull, the Austin-Rover lights, seat stitching etc. so a true replica would not really be possible in any format and of course it was black to start with!

I am in talks with my paint shop man to see what he can do for me and I will make a decision when we agree on what needs to be done to make a good job (and at what price!!)

Whilst looking into the "shamel" I found the VIN of the BMIHT Camel Disco seen at Lode Lane and a few shows in the past years. The VIN is; SALLJGBF8GA383702.

For those with access to Ian's lists, you will see it is mid-way in the early G-WACs. I understand it has never been registered? Although Neill, at the Camel Trophy Owners Club, is looking into this for me. I will bring any more information when I have it.

Meghan's G478WAC

by Gary

Current known owners. @ 30.09.08

I bought the car for my daughter Meghan and our plans are to keep it going as a daily car.



The axles are very scabby, the rear brake disks are heavily corroded along with the callipers because it has been used to pull boats out of the sea.

The MoT failure recorded that the disks are thin so with all that work needed to the axles we got a pair of axles off Ebay and will do a straight swop. Also some body welding needs doing.

The interior needs attention but a good clean may help. All in all, plenty to keep Meghan and me occupied. I did buy it for her after all.

I asked on the Discovery Owners Club forum if anyone could trawl through their archives and find some launch information for me. James had a look through his records and this is his reply: -

"Press launch info I have is as follows: Foxfire Red, RHD V8. Chassis No. SALLJGBV7GA385691, Engine No. 27G00031B. A photo appeared on page 96 of the Disco Enthusiasts Companion.

Looking at the pictures, the rear ladder is a genuine original one - may well have been fitted from launch. Those are rare now - never come across another with the ladder that extends all the way down to the bottom of the door".



C742HUH
G226EAC
G279WAC
G302WAC
G310WAC
G406WAC
G410WAC
G463WAC & G480WAC
G465WAC
G603WAC
G469WAC
G470WAC
G478WAC
G486WAC
G488WAC
G482WAC
G490WAC
G510WAC
G524WAC
G526WAC
G511WAC
G534WAC
G563WAC
G711YRY
H871EWK

Charles Whitaker.
Janet Smart
Neal
Sandy Andrews
Mark Simpson
Andy Baker.
Robin Jeffery
Ian Rawlins.
Roy Preston.
Graham Bethell.
Don Hadley
Frank Elson.
Meghan Timmins
John Capewell.
Paul Sutton.
Nick Davis
Rob Ivins
Nick Prior
Bill Jones.
Peter Wykes
Colin Crossley
Steve Brindley
David Spirett
Peter Hares
Mark Hardwick

Other known cars

G401WAC G457WAC G477WAC G482WAC
G496WAC G521WAC G525WAC G602WAC
G640WAC

G226EAC

at the Peterborough LRO show.



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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