



Bill's G524WAC

G-WAC Notes

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



Meghan's G478WAC

November 2008

When a few of us started corresponding early last year, about our G-WACs, we decided that it would be a good idea to have a meeting somewhere to have a look round our cars and compare the state that they were in, and where better to meet up than at the Land Rover Heritage run from Solihull to the Heritage Motor Centre at Gaydon.

But where should we meet? We were fortunate that the Discovery Owners Club found space for five G-WACs on their stand so we had a good time crawling about under the cars.

For the 60th Anniversary run this year, the format for the displays was a little different in that there was a Discovery feature, and we gathered together nine early cars for the display of the so called 200 model.

So what about 2009, the 20th anniversary of the introduction of the Discovery? Graham suggested that we meet at Plymouth for a weekend break at a Hotel, or for the hardy ones, a caravan/camping site. (Graham has recently bought a very elaborate Oz tent).

We do not know what Land Rover are planning for the 20th, if anything, but perhaps the Discovery Owners Club will let us know if we can be included in any display that they may be organising.

If you have any ideas for a meet then please let Graham know what you think. I am sure that a few of us will be at Gaydon again but where shall we meet? With limited space on the DOC stand we may have to try to get our own space somewhere.

Roy

G534WAC

G534WAC is back up for sale again it's a V8 in reasonable condition.

The guy wants £900.00 for it.

Graham

For sale

Wanted

Console bag in blue.

Paul Sutton. Phone 07767 265910

G222WAC.

Ian

This was the vehicle I mentioned and that I lost track of over my holidays. I managed to speak to the guy who sold it to someone in the Blackburn area who wanted it for the engine, a 200Tdi. It was the same Marseilles blue as 524 and was allegedly also used on Emmerdale, the guy does not have any contact details of who he sold it to. DVLA are now showing it as unlicensed since July 07. reg date was 9th February 1990.

It's a shame but I think it will get broken up, so I'm very annoyed that I didn't follow it up straight away, that's what holidays do for you. The guy sold it for around the £500 mark. I've put feelers out with the local independents to let me know if they hear of it.

It's an unusual one, not had any in the 2XX series turn up, but Granada TV had two Discos from Land Rover for the Emmerdale programme - 524 was the location vehicle and they had another one in the studios in York. So if 222 was that vehicle, it should be in much better condition than 524, as it wasn't subjected to the elements as much.

Show dates 2009

May 2nd/3rd Heritage Land Rover Weekend, Gaydon, Warwickshire.

May 9th/10th Land Rover Spring Adventure, Driffeld, East Yorkshire

May 21st/26th ALRC National, Manby Motorplex, Lincolnshire.

May 30th/31st DOC National, Venue to be announced

June 6th/7th LRW Show Eastnor Castle, Herefordshire.

June 20th/21st Dunsfold Open Weekend, Springbok Estate, Dunsfold.

June 26th/28th Manby Land Rover Show, Manby Motorplex, Lincolnshire.

July 17th/19th LRM Show Great Billing, Northamptonshire.

August 15th/16th Berkshire 4x4 Show, Reading, Berkshire.

September 12th/13th LRO Show, Peterborough.

September 26th/27th Abingdon 4x4 Festival, Dalton Barracks, Abingdon.

October 3rd/4th London to Brighton.

Date to be confirmed.

G603WAC

Graham

Current known owners. @ 28.11.08

Somewhat sad to report that whilst taking 603 to my friend's body shop for a makeover, when 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 the Peugeot is sure to be written off. Estimate for repairs is over £3 grand.

Well after almost a month of waiting I finally managed to secure the damaged 603 for £100! So with a cheque on its way now for the balance, I can proceed with the body repairs.

Well in fact I got that fed up of waiting that I have



done the offside inner wing repair now - I just have under the battery tray to do, and then it's going to have the bodywork done for the 20th Birthday next year.



How many eco friendly euro boxes will be still going strong after almost 20 years and 204,000 + miles? 603 has twice been a CAT-C total loss and will still be a head turner as they pass you by (if you like Land Rovers of course!)

I have now secured dry storage at work FOC, so that's the storage sorted as well. I am still toying with the idea of a shamel by refinishing the whole car in Camel livery. It just depends how far my £900 will go towards it.

G742HUH
G226EAC
G279WAC
G302WAC
G310WAC
G406WAC
G410WAC
G463WAC & G480WAC
G465WAC
G469WAC
G470WAC
G478WAC
G486WAC
G488WAC
G482WAC
G490WAC
G510WAC
G524WAC
G526WAC
G511WAC
G534WAC
G563WAC
G603WAC
G610WAC
G711YRY
H871EWK

Charles Whitaker.
Discovery Owners Club
Neal
Sandy Andrews
Mark Simpson
Andy Baker.
Robin Jeffery
Ian Rawlins.
Roy Preston.
Dan 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
Graham Bethell.
Gary Timmins
Peter Hares
Mark Hardwick

Other known cars

G401WAC G457WAC G477WAC G482WAC
G496WAC G521WAC G525WAC G602WAC
G640WAC

G610WAC

Garry Timmins

I have just bought this one. Will give you some details for next month.



G947LKU

Andy Greer

I have a G reg (not G-WAC) 200Tdi, which I have always thought was just early production as it has a few oddities such as bonnet pull on the driver's side etc. On reading an article in an old magazine, which I recently unearthed, the author reckoned only "pre-production" Discos had the bonnet pull on the driver's side.

To be honest I had bought it because I wanted a cheap 3-door to turn into an extreme off roader. After picking it up I noticed a few little oddities and decided that hacking it up would not be right (in fairness, it's in such good nick I probably wouldn't have touched it anyhow, even if it hadn't turned out to be an early-ish one). In fact, when I went to look at it, and after having told the previous owner I already had six Discos, it made a bit of a clown of me when I went to the passenger side to pull the bonnet! The guy just looked at me, shook his head and commented with a sarcastic "six of em eh?"

Upon posting this on Land Rover forums, I have discovered that some models ordered in November 1989 had the bonnet pull in the more familiar passenger side location, but it took up until March for these orders to reach the customer. Other vehicles registered up until February 1990 had bonnet pulls on the drivers' side (Why on earth was this ever changed from the more convenient drivers' side position!).

Given the lag between order and delivery I am presuming mine was built prior to the official vehicle launch and, as such, it is probably best termed as "pre-launch", or "early production" spec, rather than pre-production.

The registration number was originally G947LKU, issued early January 1990. Unfortunately when vehicles come over to Northern Ireland they are no longer handled by Swansea and we have a form to fill out to effectively "import" them. On the form there is a check box giving the choice of keeping the number or having a new one issued, unfortunately the owner/dealer at the time had elected to have a local number issued and the vehicle is currently wearing JAZ1727

She is in really good original condition for her age. Obviously a 3-door, Silver Metallic, never been resprayed and decals etc are still in place, wheel arches, sills, inner wings, are perfect. Has twin sunroofs, is on steel rims, LR radio is still in place, as is privacy cover in the back, 7 seater,

The odometer is reading just over 100k miles and I have no reason to doubt it so far. Dash lights seem a bit different to my '93, but haven't had a chance to compare with my '91 yet. It is in need of a boot floor and rear body mounts, everything else would pass MOT as it sits.

Have since picked up a '94 that is an almost finished extreme off roader, so 'JAZ' will be preserved as-is

One thing I do need is a rear tail light cluster; one of the units with the Austin Rover logo has been replaced at some stage (passengers side). The driver's side unit is thankfully intact and in good condition

G226EAC

The Discovery Owners Club have recently purchased this pre-production 5-door from Alan Smart's widow. Alan was the Club Secretary for the DOC for many years. He and Janet had a few Land Rovers in their collection (haven't we all) so it was time for Janet to sell the car to someone who would appreciate its historical value.

EAC, (eeack) as it has become known, was first registered 1st July 1990 and is quite a special vehicle, built as part of a pre-production batch to be used for dealer and press demonstration prior to the launch of the 5-door model.



The engine is a 3.5 V8 electronic fuel injection type, rather than the carburettor fed engines fitted to the 3-door models at that time. It is left hand drive with 5-speed manual gearbox including a gearbox oil cooler, an absence of side rubbing strips, and both sun visors fitted with vanity mirrors.

Land Rover World magazine wrote an article about it for their March 2004 edition. It went to LRW shows where it was featured on their stand. The previous owners had always kept the seats covered, so the upholstery is in exceptional condition.

It will be on show at all the major Land Rover shows and will tow the club's trailer, which contains the club stand and shop items.

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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