



Paul's G488WAC

G-WAC Notes

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



Ian's G480WAC

July Notes

With only one 'Show' left this year, Peterborough, and only Bill, Graham and me attending the shows already held, it has been a far cry from the Gaydon gathering of last year. Of course there are quite a few gatherings to come where we can have a presence, and get the G-WAC word across to Land Rover enthusiasts.

I do believe that the 'word' is now becoming recognised, because we often have heard at shows "ah, there's a G-WAC" and that has then led to a conversation about our quest. At the Ripon Classic Car show, a visitor to the DOC stand told me that he knows someone who has an Irish plate 1989 Disco that he thinks is a G-WAC. Lets hope that is true and we have found another one.

I will be at the LROI show at Peterborough, September 12th – 13th, and will put an application in to the South London & Surrey LRC for a place on the 11th London to Brighton run, which takes place on October 4th.

I may not be able to get to the Berkshire 4x4 Show on August 15th – 16th, or the Abingdon 4x4 Festival 26th – 27th September, but will do my best and hope to see you there.

Roy

Plymouth 2009 20 years of Discovery

Something we have been planning amongst a few G-WAC owners is a visit to Plymouth in October 2009, to celebrate 20 years of the Discovery.

The weekend we have in mind is October 16th, 17th, 18th and 19th 2009. We are looking at several ideas of stopping in hotel, camping, caravans etc (or all three!) in Plymouth area. A moors drive, visit to the Hoe, photos etc, as this is the location the Discovery was launched at a similar time in 1989.

If anyone wants to either bring along a factory launch car, or perhaps any Discovery, it would be good. If you can make it and wish to join in let me know. Once we have an idea of numbers we can take things further, depending on interest.

We are hoping to try and get some magazine coverage, but this depends on how popular the event is.

- Rough idea of the weekend will be;
- Arrive Friday pm, a few drinks etc.
- Saturday - visit Plymouth the Hoe etc.
- Travel on steam railway used at launch.
- Sunday - Moors drive.
- Monday - depart home

Graham.

email4graham@tiscali.co.uk

Mobile 07809380144

526 at a Classic Car Show

Ripon Old Cars is a classic car club, and was founded over 25 years ago. Their 15th Annual Classic Event drew classic car enthusiast from all over the country.

The event was held at the Ripon Racecourse for the 3rd year, and it is a superb setting for a show of this kind. With indoor facilities for catering, which was provided by the Girl Guides. Outside trade and autojumble stalls. A jazz band and a fiddle & accordion band played to entertain the crowds throughout the day.

The Discovery Owners Club, Yorkshire Section, had a small display of cars there and was placed third in the Club Stand Awards.



The Teesside Section of the DOC had most cars on the stand, and put on a good show.

Land Rover Monthly Show. Newark

July 17th – 19th

This new show, named Landrover Max, was held at the Newark Showground, on the same weekend as the Billing show, and attracted a very good crowd. There was lots of space for expansion and may attract more visitors if it is not run on the same weekend as Billing next year.



The Discovery Owners Club took stand space where Graham and I displayed our G-WACs. The DOC prepro EAC was also there. Gary Timmins and daughter Meghan, from Walsall, came to have a chat. The weather was quite good but there were some showers. The tarmac tracks between the stands made the walk round the traders' stands very easy.

The programme for the three days was very full with the usual arena demonstrations, and there was a flypast of a WW2 Lancaster bomber and Spitfire fighters. The Official Show Guide was an A4 size presentation with 44 pages full of information and a few competitions to enter. For the children's section there was a Dot-to-Dot picture, Spot the Difference picture and two colouring pictures (spelled coloring)

The DOC entered a team in the "Question of Sport" type of quiz on Land Rovers, and came runner up to the team from GLASS, beating teams from other clubs, including the Camel Club.



480 for sale

Basically I have too many vehicles, had the two Series vehicles been ready to sell, then they would have gone first but my main concern with 480 is that having numerous vehicles, none of them are getting 100% attendance.

480 deserves better, and to keep her in the condition she is in, an enthusiast with just one vehicle will be able to give her the attention she deserves.

You know that since I acquired her from Westwood motors in Huddersfield, I have done a lot to bring her

up to the condition she is in now without ruining the originality, so she has had only what is needed without going down the route of a full restoration which she did not need.

When I acquired her she was on 'non original' plates, which has happened to a number of the G-WACs, and that masked the fact that she was indeed a press fleet vehicle, the sides had received rubber bump strips along the flanks under which everything including the wheels were painted black, it looked awful!

The grill had been replaced with a custom unit with extra lights, which again added nothing and she was fitted with lamp guards.

I bought her on 1st Jan 2006 and gave her a good look over. The interior was remarkably complete and sound, bar



a bit of shrinkage in the trim, which is usual on these unfortunately.

Although mechanically there were no problems she was running rough, a full service, all oils changed and a tune up she purred like a kitten. It was time to do something about the number plate, history checks from Alan Smart at the DOC, the DVLA and Land Rover Traceability soon verified her provenance, then much too-ing and fro-wing with the DVLA managed to get her original number back.

We attended Gaydon 2006 and met up with Alan where I passed on a couple of trim parts for EAC and we both met the owner of G198WAC from Warrington, who was not a DOC member, and we have since lost track of this particular G-WAC.

No other G-WACs were present at the 2006 gathering but things changed for 2007.

After Gaydon, 480 ran out of MOT and required work on her sills. The interior was taken out and nearside sill completely sorted, offside sill sorted (I thought) then into the bodyshop to have the black rear lower half sorted, all back together and MOT'd ready for her slumber over the winter.

During the winter of 2006/2007 she received the side transfers to get her back to the condition that she would have been in so many years ago.



These transfers are very expensive and hard to get hold of now so I was lucky that I was only one short, and to this day we are still looking for the last piece.

Gaydon 2007 and we met up with Roy, Graham and James with their G-WACs and shortly after that we got the Historic thread going on the DOC forum the rest as they say is History.

Gaydon 2007 also saw the drama of Grahams breakdown on the Heritage run where we all, Graham, James and myself along with the AA, pulled over after Grahams distributor gave problems. We arrived late at the Heritage Centre but in the end it was a good day for Graham and the club as he won the Tom Barton Trophy.

Once home the MOT through up a hole in the offside sill, to say I was not happy was an understatement, last years work had cost me around £450, only to find the welder had only done half of the offside sill he reckoned the rest looked OK!

Here we go again, interior out, complete the welding of the offside sill, another £150 lighter but a complete MOT again. For the rest of the year I just used and enjoyed her locally, she is a fine motorcar and well at home driving up in the lakes or around the Yorkshire Dales.

We attended Gaydon 2008 as a static display at the heritage centre and only managed this, thanks to Grahams hard work in organising the stand. We were slightly last minute, MOT 2008 passed with flying colours, for the rest of 2008 I again ran her just to enjoy driving, just maintaining her and keeping her tuned and serviced. I ran 480 later into the year, as due to other car problems, 480 became the daily driver taking her into winter use for a couple of months.



2009 was to be a different story, the MOT tester found another hole in the rear wheel-arch, no problem, interior out had a look at the damage which, to be fair wasn't too bad, but with everything out why not go the whole hog and do the rear floor as well, it would need patching anyway. So that was it, whole floor replaced, and the wheel arches sorted, floor painted. Any other things on the rear end that needed tidying up were also done.

New MOT sills and rear end done, the tester just pointed out as advisories a couple of holes on the inner wing, not in the prescribed area but I already knew about them and already have a wing in the garage,

but the job would have to wait until 463 was on the road.

As of yet, 480 has not been taxed and on the road this year and I have been too busy with house things to enjoy her and getting the Series III ready for sale, hence the decision to offer her for sale,

She needs to be used and it would be nice for her to get shown more regularly, I have a list of mainly little things to do on her but never the time, so locked away in the barn she has stayed all year.

So is there someone who may take over the custody of this fine middle-aged lady, by the time you read this maybe?



Ian Rawlings.
07974 740387.
hsmb@byinternet.com

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.

Issue 25 July 2009

Show dates 2009

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>
August 15th/16th	Berkshire 4x4 Show	Grazely, Reading Berkshire.
September 12th/13th	Land Rover Owner Show,	Peterborough
September 26th/27th	Abingdon 4x4 Festival	Dalton Barracks Abingdon.
October 3rd/4th	London to Brighton	

G-WAC websites.

Here are a few websites with G-WAC content.

www.land-rover-discovery.co.uk/land-rover-discovery-gwac.

www.g-wacdiscoverys.net.

www.northmead4x4.co.uk.

Current known owners. @ July.

C742HUH	Charles Whitaker.
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlins.
G465WAC & G526WAC	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.
G511WAC	Colin Crossley
G534WAC	Steve Brindley
G563WAC	David Spirett
G603WAC	Graham Bethell.
G610WAC	Gary Timmins
G635WAC	Mark Robson
G711YRY	Peter Hares
H871EWK	Mark Hardwick

Other known cars

G401WAC G457WAC G477WAC G482WAC G496WAC
G521WAC G525WAC G602WAC
G640WAC