



James's G488WAC

# G-WAC Notes

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



Ian's G480WAC

### September 2007.

My intention to attend some shows with 465 this year was a bit ambitious but I haven't been able to take her to many because she wasn't fit. (No MoT) Only Gaydon and Driffield.

The MoT ran out in May and I was not expecting the amount of rust, under the peeling underseal, as was discovered.

I knew that the N/S sill had been patched and would need stripping out again but was not prepared for the holes round the N/S rear seatbelt anchorage on the wheel arch. The job itself did not take much doing but taking out the trim and the carpet was a pain.

There were no G-WACs at Eastnor and I have not had a report about attendance at Billing or Peterborough, so not a very good showing this year. Only the London to Brighton left for this years shows so we shall see.

We have had good publicity in the August issue of the Land Rover Owner International magazine with a great article about Graham's 469, and in the Discovery Owners Club magazine, Discourse, was part of a joint effort by James, Ian, Graham and me. The remaining part of the article may be in the next issue, D29. In the October issue of Land Rover Monthly, on page 203, there is reference by Frank Elson to the article in Discourse, so I have sent him a copy of the first three issues of these notes.

We haven't heard from Nick Davis, the new owner of 482, perhaps we have lost this one. I have had contact with Neal, the owner of 279, so perhaps we may have another one in the fold. Colin Crossley has emailed me to say that he will sell 511 this winter so I wonder if we can find a home for it.

Roy.

### Current known owners.

Some of the cars, which I listed in the first issue of the Notes, have not been confirmed but here is a list of owners as I know it just now: -

G226EAC	Janet Smart.
G279WAC	Neal
G406WAC	Andy baker.
G463WAC & G480WAC	Ian Rawlins.
G465WAC	Roy Preston.
G469WAC	Graham Bethell.
G482WAC	Nick Davis.
G488WAC & G524WAC	James Cromar.
G511WAC	Colin Crossley.
G603WAC	Lee Donal.

Roy.

### Where can we show our G-WACs ?

There has been a post or two on the DOC forum about what we should do with our cars when they have been restored. We have rescued our old cars from the scrapyards because we are passionate about the Discovery and want to see as many as possible of these early examples kept running.

The obvious choice is to show them at the various Land Rover shows on the Discovery Owners Club stand but that is a bit problematical as space is usually reserved for members who can spare the time to visit the show each day and help on the stand.

The proposal about a special G-WAC gathering, sometime in 2008, is a good idea so that we can meet all who are interested in the cars. My own plan is to take 465 to local classic car shows and try to gain some publicity there.

Roy

### Discovery breakers.

The Great Sodbury Northern Sortout held near Harrogate, on 12th August, did not have the turnout of breakers as in the past but I spoke to a couple about our interest in anything with blue trim, and of course cars registered G-WAC.

It appears that they often scrap blue trim because there is no call for it. So I thought that it would be a good idea if a list were made of these breakers so that we could contact them for our requirements.

Here are the couple of breakers, and if anyone can add to the list I will include them in the next Notes.

Mark O'Neil at Discovery Breakers, Coalport, Telford, Shropshire, TF8 7JG. 07974 740366 and

Graham Hewitt, Farewell 4x4, 07754 753889, [grasue3@btinternet.com](mailto:grasue3@btinternet.com) Graham is in Cumbria.

Roy.

### A big hole.

The hole in the rear nearside wheel arch of 465 before repair.



**G463WAC. 200Tdi. 7 seats. LHD.**  
**Sandglow.**

The story of why I stripped 463 down to the chassis is the subject of an article that will appear soon in the Discovery Owners Club magazine, Discourse. To summarise, I bought it in 2006 as a 4 door, RHD in Arken Grey but a check with the Traceability Department at Land Rover indicated that it was built as a 3 door, LHD in White.

It was subsequently re painted by Land Rover, in Sandglow, and used as a training car for the



Camel Trophy event before it was sold. I wanted the car to be as authentic as possible so it had to be rebuilt to the original specification as sold to the public.

The car was put in a barn until I could get back to it and is now making progress. After removing the engine and gearbox, my son Peter and I set about stripping the remainder of the chassis. You would be surprised at the amount of bits there are that need removing after the engine and gearbox have gone.



We removed all the fuel lines and the tank, breaking most of the clips in the process; all the shockers were removed along with the springs and panhard rods. Then the A frame joint and frame so that we could remove both axles. Next, all the bump stops and the steering box and pipes disappeared, then we were left with various clips and a couple of earth straps to remove.

One of the rear seat belt mounting brackets proved particularly difficult to remove and on more than one occasion we had to resort to the angle grinder, though no crucial parts were destroyed in



the process, as much of the original will be retained as possible.

At this point we were left with the bare chassis strapped to the trailer so we made our way to Burnley Bead Blasting, for the chassis to be blasted, and then painted with an epoxy coating. Fingers crossed that the blasting would not blow any holes through the chassis, as I would view it as uneconomical to carry on if this was the case.

Well it was not to be and on her return the blasting had blown holes through the thin metalwork next to the rear spring mounts.



A friend who does my welding had a look at it and although it is not serious, will cause a few headaches and will mean the whole thing will have to be painted again, such is life.

Ian Rawlings (Rawlings2)

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](mailto: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 4. September 2007