



Sue's G834 FPR

G-WAC Notes

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



Ian's G480 WAC

October 2010

As regards trips out and shows to attend I reckon that is about it for this year. MoT time for 526 soon, and if I feel energetic I will put my overalls on and do a bit more to 465. When I last moved it, the brake pedal went to the bottom and there was brake fluid on the floor, so I suppose there is a burst brake pipe somewhere.

It was nice to see three G-WACs and EAC at Plymouth so perhaps there will be a few out at the Land Rover shows next year. A few low mileage and tidy G registered cars are still around and it would be nice to see them looked after, very soon 3 door Discoverys will be a rare sight on the road.

Maintenance time for 526

There has been a tendency for a slight wheel wobble during trips out on poor road surfaces, and there are plenty of potholes that have not been fixed since last winter, so I jumped on the front bumper and gave it a bounce, you can do that on a Series 1 Discovery. The result was a very soft feeling and a suspicion that the off-side damper was not working.

I had already made an appointment with my local independent Land Rover expert to waxoyl the underside for me, and decided to let them fit new dampers while they had the car up in the air giving it a good scrape and wire brush before the treatment. The off-side damper was completely dead and the near-side was on its way out too.

A job that was sprung on me was the failure of the near-side window to lift. The slider, which is attached to the bottom of the glass, decided that the rust bugs had eaten enough of it to make it past its best, and had detached itself from the glass.

A call to the local independent again had one delivered from Britpart the next day, and with it being a two-man job to lift the glass and fiddle about with the motor, I called for some help from my nearest Discovery Owner, who lives in Ripon, to help fix it.

The trip home from Plymouth saw the speedo turn over to 90.000 miles so it is now due for a 6.000-mile service. I have already got my Millers in stock so that is the next job. Happy days.

Roy.

G834 FPR

I am the very happy owner of G834FPR but it all happened a little by accident. My 18yr old son and I was looking for a new engine to put in his Series 2a Land Rover, so when we went to look at the Discovery we had no idea of it's history, and only wanted the engine.

However when we saw it we fell in love with it and, having had a good look round it, decided it was too good to use just for spares.

The previous owner thought it was an early model but knew no more, and so after we bought it I did a quick Internet search. I'm told my face was a picture when I discovered that it was an early model.

When we picked it up we were given the original owners manual, and this had the service record book inside. From this I was able to find out that a gentleman from Frome bought it on

1st June 1990, from Otton Brothers Ltd, Old Sarum, Salisbury.

It had spent the last three years almost exclusively off road, and so the first job was to clean the many layers of mud off (I've never seen a dirtier engine bay, or vehicle interior) We were pleasantly surprised to find that the bodywork was in a better state than we had thought, and that all the windows were original.

The wheels had been replaced by bigger versions (I have got used to leaping up into it but we have to have a step for my mother in law!!) but we were given the original wheels, and Discovery covers. One day we might change the wheels back, but I rather like being so high up (and it makes finding the vehicle in a car park very easy!!)

Since owning it we have carried out quite a few jobs on it including brakes, welding to various bits, clutch, etc. We have tried lots of things to stop the sunroofs leaking, but we have now got used to drops of water landing on us.

I love driving it, and it regularly earns its keep moving various things/towing. We have attended a few shows with it, and it always gets a lot of attention.

Sue & Andy Virgin



Discovery Owners Club pre-pro 5 door. G226EAC

I have taken on the responsibility for the restoration of the Club's pre-production 5 door Discovery, G226 EAC.

The main problem is corrosion on the aluminium panels. I'm looking for recommendations as to whom we can use to address the problem.

Has anyone had this problem successfully treated? I would add that we are looking for a long-term solution, not to have to do it again in a couple of years.

Also, the doors need lining up properly and a new windscreen and seal are needed. Any recommendations?

Any suggestions will be gratefully received and researched.

I can be contacted on treasurer@discoveryownersclub.org or by the contact details in Discourse.

Many thanks in advance.

John Francis
Treasurer



Stephen's D3 and 526 at Whitby

The Northern Land Rover Run. 10th October

The Series 3 & 90 – 110 Owners Club, aka thelandroverclub.co.uk, organise road runs each year in the West, the Midlands and the North. Last year the North run started from Leyburn and finished at the Tann Hill Inn, the highest pub in Great Britain.

This year the run started from Stokesely on the edge of the North York Moors National Park, and made its way East to the coastal town of Whitby. There were 56 Land Rovers of all models including an open top Series I.

Starting at 10.30 am on a fine sunny day, we turned South East to Great Broughton and entered the North York Moors at Battersby, then North East to Kildale and South again to Hutton-le-Hole.

The route then turned us North to Rosedale Abbey and the written instructions advised us about a very steep descent down Rosedale Bank where we should use the gearbox and engine braking. This led us all the way over Danby High Moor with magnificent views.

Heading East we made for Whitby via Glaisdale and then to Sandsend with views of the sea on our left, on to the finish where most folks headed into the town for food and a stroll round the harbour.



For enthusiasts, who are not into more muddier pastimes, these events are very enjoyable, where you can meet other enthusiasts and have a good old chat.

Roy

21 Years of Discovery Plymouth 16th-17th October

Last year we only managed to get G526WAC on the Hoe, and that was because Margaret has a Blue Badge for parking in the disabled area, but this year was a very different scene with 77 Discoverys there to celebrate 21 years since the Press and Dealer launch in October 1989.

On Friday evening 12 people gathered at the Marsh Mills Beefeater for a leisurely meal, hosted by Alec and his wife Barbara, and a very pleasant time was spent enthusing about the next two days.

On Saturday morning participants started to assemble on the Hoe at 9.00 am where Ian and Lee and their band of helpers were busy lining up all the Discoverys and the booking in forms were completed.



The Hoe, Plymouth

By 10.30 all the cars were lined up and made a magnificent sight. Roger Young, the local Land Rover Dealer had a D4 on display together with a very compact camper conversion on a Defender.

Local folk and visitors to Plymouth came to see what the event was about and one particular local man, Laurence, had a tale to tell us. He was part of the valetting team in 1989 where all the cars were prepared at the bus depot; his task was to clean all the windows after each trip.

We left the Hoe at noon to cross the river by ferry, stopping at the car park near to the Tregantle Fort and then forward to rendezvous at the Mount Edgcombe Estate, where we had an off-road excursion through the deer park before we settled at the waterfront. After a pleasant afternoon in the sun we made our way back to Plymouth for the evening.

A party and buffet had been arranged for us at The Holland Inn, Hatt, where 100 people enjoyed the evening. There was a raffle, and the cake cutting took place. £650.00 was raised for a local charity, Ellies Haven, and Project Mobility 4x4.

The bright Sunday morning saw us on the move again with a start at the Lee Mill Tesco Superstore where a number of families had a hearty breakfast before heading off to the South Devon Railway at Buckfastleigh. The 12.15 train to Totnes was soon booked up by the influx of Discovery owners, so the stationmaster arranged for an extra carriage to be added to the train. Unfortunately for Margaret and me, the luxury guards van with wheelchair access was out of action so we made the best of a standard guards van with little window space and no seats. Nevertheless we enjoyed the trip by steam locomotive and had a nice afternoon tea at the station café.



Laurence

From the station we all headed over Dartmoor to the Two Bridges Hotel for cream teas and a photo shoot of 526, EAC and a D4.

After our goodbyes to Ian, Lee and the gathered enthusiasts, we made our way back up North and look forward to another trip to Plymouth next year.

Have a look at this site.

www.discoverybirthdayparty.co.uk

Roy

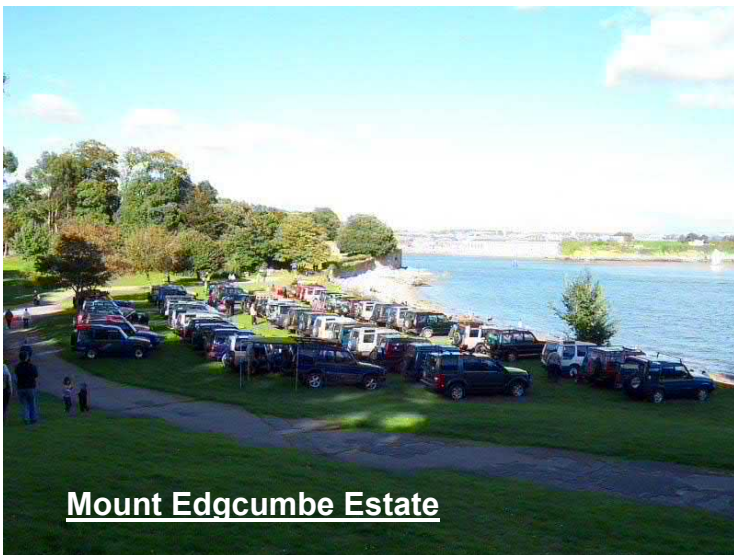


The ferry crossing

[More pictures next page](#)



The run over Dartmoor



Mount Edgcumbe Estate



The old and the new



The Deer Park



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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Current known owners of launch cars. @ October.

G457WAC	Mark Wheatley
G463WAC & G480WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett
G470WAC	Frank Elson.
G477WAC	Sold by Dean Steadman to new owner in Wiltshire.
G478WAC	Meghan Timmins
G482WAC	Jeremy Jackson
G486WAC	John Capewell.
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb

Other known Launch cars.

G466WAC, G496WAC, G521WAC, G525WAC

Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Phill Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	
G406WAC	Andy Baker
G410WAC	Robin Jeffery
G563WAC	David Spirett
G601WAC	Richard Haynes
G602WAC	
G603WAC	Ian Redfern
G610WAC	Gary Timmins
G635WAC	Alec Gatherer
G640WAC	
G711YRY	Peter Hares
G767NRH	David Ashburner
G834FPR	Sue Virgin
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)

G-WACs for sale/wanted?

If you want to sell your G-WAC to an enthusiast or to buy one for restoration, please let me know and I will make a note of your requirements.

Roy