



G477WAC (new owner)

G-WAC Notes

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



Ian's G463WAC

A Merry Christmas and a Happy New Year to all Discovery Enthusiasts

December Notes.

463

Christmas is upon us once again and what should we ask for in our stockings this year?

Enough money to buy up all the G-WACs that have been advertised for sale this year, and a large enough shed to put them all in.

Have a good Christmas and New Year, and please let me have a few words and pictures for the January issue.

Roy

MoT time for 526

When I bought 526 in May this year I knew that the two body mounts on the N/S sill would need a bit of help to get them through the test. The O/S sill had been replaced sometime in the past and was in good order.

A close inspection of the brake pipes revealed that they had all been replaced with Kunifer tube, so they were better than new.

The rubber boot on one of the trackrod ends had split and let water in to the ball and socket, causing wear.

Two rubber bump stops above the rear axle were hanging off their metal fixing plates and came off in my hand after a good tug.

So with new plates folded up and welded to the sill, a TRE and two new bump stops fitted, the car sailed through the test and is now ready for the snow and the next 12 months of happy motoring.

I must make sure that my spare wheels with the Colway MT 235/70 x 16 tyres are inflated, as more snow is falling as I write.

Roy



For those of you who have been following the progress of 463, or lack of, you may recall that when I wrote about the chassis being returned from bead blasting and powder coating, the blasting revealed a hole in the side of the chassis on the inside of the rear spring bracket.



Well the chassis is away at the welders now and he will cut out the thin metal around the hole and insert a new piece of steel in there.

The axle parts and panard rods for are now away for blasting, so a little more progress is being made.

480

480 is currently in the garage getting a de-rust on her chassis and I'm going to give her a coat of paint and Waxoyl

Ian

311 comes into the picture.

I've recently come across Graham's website so thought that I would let you know that 311 is in good hands.

I know it wasn't a press launch Discovery but it's a nice early one. I bought it in 1991. A V8, 7 seater, in Marseilles Blue with one sunroof.

I've got all its original documentation and it is completely original. It was my daily vehicle until 2000, by which time it had still only done just over 70,000 miles. I bought a TD5 then and the savings in fuel paid for my bank loan!

I have not used it since 2000 so it has suffered a bit in standing, much to my shame.



I've also got a Velar, so they make a nice pair.
Ivor

477 sold

Dean has recently sold 477 to a soldier in Wiltshire. Hopefully we will get to know the name of the new owner and ask him to send us a report on its current use.



635

Having just bought G635WAC, a 200 Tdi, I need to do a few things:

Take the radio out, because it doesn't work, and replace it with my new old stock radio. It looks as though I will need some thin metal implement to poke down a slot at either side of the unit, which presumably will disengage a sprag. I hope there will be original wiring multiplugs that will just swap from unit to unit; or maybe life just isn't that simple?

Also I need to research the vehicle's history at Gaydon. I intend sending the form off to DVLC for starters; also write to Dunsfold (who have been helpful over the phone) and the previous long-term owner.

I can see some rust holes in the offside front inner wing. It looks as though I just unbolt the outer wing, remove the attached items, shape repair patches and weld them in.

There are coils of cut-off three-core insulated cable, reminiscent of 240v mains flexible, coiled up and stashed against the front offside inner wing; the cable disappears rearwards through the bulkhead. I haven't the courage to pursue them just yet but will investigate in due course.

Here is a picture of three of the four loves of my life (the fourth was out shopping) G635WAC, Riley RMF, Royale Tourstar caravan.



As you can see, a 'G' registered car represents a quantum leap into modernity for me.

Reading of your various exploits makes me feel a total wimp; all I intend doing is a bit of gentle trailer towing, otherwise she is a bog standard family car.

I must make a point of attending DOC events; apart from anything else it would be nice if someone can show me how to drive her properly.

Alec

Sunroof seals

There have been a few enquiries about leaky sunroofs on the DOC forum. Most of the replies refer to the later sunroofs, post 1992 cars, and describe the drain tube blockages. There is a comprehensive article about the problem in the club's magazine Discourse, issue 31, but it only refers to the later tilt and slide sunroof with a winding handle.

The sunroofs on G & H registered cars don't have drain tubes or winding handles; our cars have a round wheel that just tilts the glass. The glass can be removed and there is a special pouch in the trim behind the larger of the two rear seats for the glass to be stored in when removed.

The most common cause of a leak is that the rubber seal hardens and you can't get the wheel to clamp the glass down on the seal.

New seals are available from Rimmer Bros, part number RTC6481, for £32.95 plus vat and P & P. (*I've just ordered two for my G-WAC. Ed*)

To remove the front glass, fully open the sunroof and you will see a small slot in the section by the wheel, insert a 2p in it and twist. The glass will now be able to lift fully and slide out of the hinges. For the rear, do as above but you will need a screwdriver instead of 2p to unclip the wheel from the clip on the roof. Once this end is free, remove the two screws on the hinges and lift the glass out.

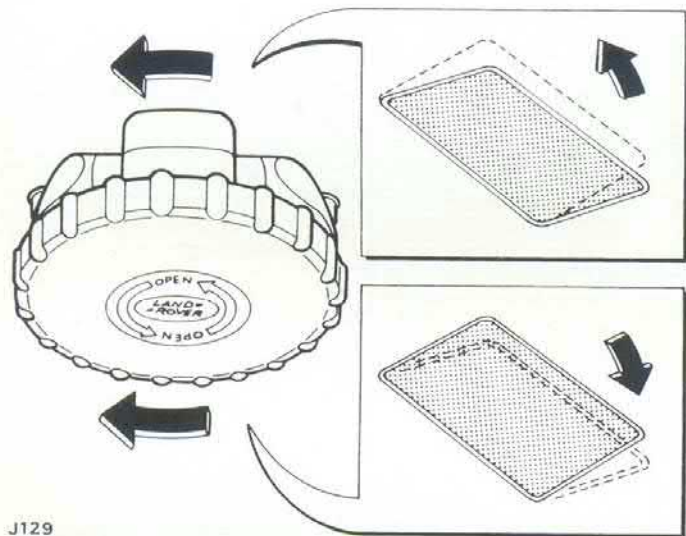
I suggest that when you take the old seal out, look how it's fitted. My new seal appeared inside out, and too long. You will need to force it into the corners to take up the slack. I thought mine was the wrong part at one stage.

When the old seal is out, make sure you thoroughly clean the channel with soapy water, and treat any rusted tack welds. Make sure that the channel is totally dry before inserting the new seal.

When fitting the new seal, make sure the double lip - looks like a W in cross section - is on the outside (bodywork) side. As opposed to the single lip, which goes on the inside (nearest the hole in the roof).

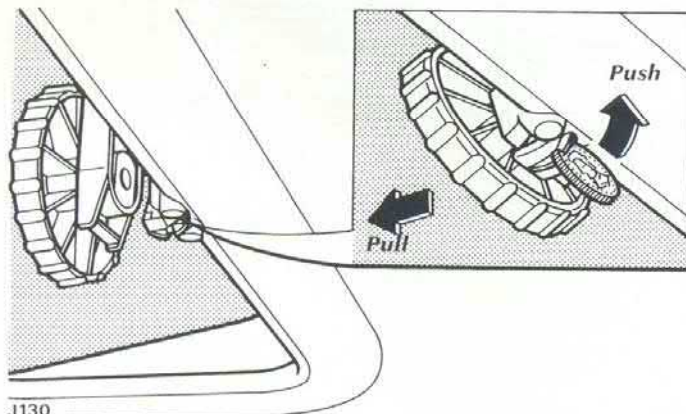
A tip when fitting - make sure you put the inside edge in first, then make sure both rubber lips of the W are below the outside edge. You will need some sort of blunt plastic tool for this. I could not find anything suitable so decided to use a flat edge screwdriver to ram it home.

Sunroof (when fitted)



J129

OPENING AND CLOSING THE SUNROOF - Fig. J129



J130

REMOVING FRONT SUNROOF GLASS - Fig. J130

2-66

My sunroof no longer drips, and with the de-humidifier bag from Frosts, <http://www.frost.co.uk/> (do a search on 'air dry') it keeps the interior nice and dry - no wet bum from the pool of water hidden in the waterproof seat cover base. Nothing worse, when a long way from home.

Peter

Current known owners. @ December.

C742HUH	Charles Whitaker.
G41 VHA	Jonathan Griffiths
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
G463WAC & G480WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC	Lee Barnett
G470WAC	Frank Elson.
G477WAC	Sold by Dean Steadman to new owner in Wiltshire.
G478WAC & G610WAC	Meghan & Gary Timmins
G486WAC	John Capewell.
G488WAC	Paul Sutton.
G482WAC	Nick Davis
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G524WAC	Bill Jones
G534WAC	Zoltan Kittrich
G563WAC	David Spirett
G603WAC	Graham Bethell.
G635WAC	Alec Gatherer
G711YRY	Peter Hares
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick

Other known cars

G401WAC, G457WAC, G482WAC, G496WAC, G521WAC, G525WAC, G602WAC, G640WAC