



Andy's G406WAC

# G-WAC Notes

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



Lee's G524WAC

### February 2010 Notes

The snow has gone now, although we did have a few flurries up North this week.

I keep giving 526 a good wash underneath but I am sure that there will be some rust forming somewhere. It will soon be warm enough to get the polish out and give her a good waxing.

She passed the MoT in December and a new tax disc was bought for the end of January at the current price of £190, I like to tax before the budget in April and get a year at the old price.

My application for the Heritage Run is in the post, but we don't get the acceptance letter until early April. I hope to see a few of you on the run.

Roy

### Lee now has two G-WACs

#### **469**

I purchased 469 in November and fetched it back from Manchester. She was sold with her head gasket gone but after getting her back and running the crank pulley had a massive wobble.

After getting the engine out and the crank pulley was taken off, it was apparent that the crank pulley had been wobbling for some time and had worn the front of the crank, no alternative but to get a new crank.

I decided that a donor engine was needed and at the moment I have stripped both down and have had the donor crank ground, which I received back this weekend and it's now a case of rebuilding the 12B block (original engine). Aside from this, 469 is still in very good condition apart from a little rust starting on the roof. This will be repaired and then I am planning to put her original decal back on both sides.

I am hopeful that 469 will be out and about at the shows this year and I am planning to take her down to Plymouth in October for the 21st birthday celebrations.

#### **524**

So, as if I haven't got enough on, when I saw that Bill Jones was selling 524 (Frank) I thought it was a nice addition to my collection and am now the proud owner.

She is currently in storage and will stay there until 469 is back up and on the road. 524 needs quite a bit of work to get her back to her former glory, once I start her I will send pictures of her and feedback the progress.

Lee

### 560 in April 2010

#### Land Rover Owner magazine.

LRO usually reminisce about their early issues of the magazine, 10 years and 20 years ago, and the April issue is no exception.

On page 14 is a picture of the front cover and centre spread of G560WAC in all its glory as a Camel Trophy car bound for Siberia.

The magazine was published in April 1990. I would like to see a copy if anyone has one.

Do we know where this car is? Has a member of the CTC got it?

### 480 & 463

#### **480**

Well those of you watching Ebay will have noticed that 480 did not sell, reaching only £1650. So on the bright side it's more than she reached last time I tried it on Ebay.

Ended up with 74 watchers and eight bids, not that I am too bothered, might just tax her and use her for a while again.

Just getting her tidied up a bit before the show season, if I decide to keep her that is, it is hard going to keep her up to scratch, with all the other things to do, someone with only one car to look after could probably keep on top of her better than I. If someone came along and offered just over £2500 I'd probably let her go, still until then she needs looking after.

My son has been busy cleaning off the chassis and repainting it ready for another Waxoyling, she's not been out on the salty roads this year but it's still a crap job though, the chassis is pleasingly solid.

Just removing the Kenlow fans in preference, to return her to the original viscous unit. Before May she is going to get new springs, bushes and alpine window rubbers, just bits of stuff to keep her in the condition she is.

Been speaking to David Bowers of LRM and given him some info for a G-WAC article he is doing. Not sure when it is going to be out though.

#### **463**

As for 463, might just have found a welder who will come around and sort the chassis so that I can get it painted and start building her back up.

Has anyone got a LHD swivel housing with the two prongs? The original is damaged and they want £200 for a new one!

Ian

## Pre production Discoverys



By the end of 1987, Project Jay, the new car named Discovery, was almost complete and the first-stage hand-built prototypes were put together.

The machine tools for pressing the body panels were ready in early 1988 when the first off-tools panels were made. Some of the second-stage cars were soon on the road and others used for in-house testing and crash testing.

We know that five cars were registered; they were B60 COH, C62 JKG, C742 HUH, D750 LWO and D176 OTX. They were 1984 – 86 registration numbers, and to help disguise the cars from the motoring press the numbers were not connected to the factory location at Solihull

Of the five, three are still in existence, B60 COH, C62 JKG and C742 HUH. The first two are owned by Phil Bashall and can be seen at his Dunsfold Collection, and Charles Whitaker owns the third one.

When C742 HUH was out on road tests it was used as the road mileage final sign-off car for the 200 Tdi engine. It is currently undergoing restoration, but the restoration will not be to showroom standards, it never was in showroom standard, but as a running example of the 1988 prototypes.



B62 COH is a LHD V8 EFI in white. Serial number 329069

C60 JKG is a LHD 200 Tdi in white. Serial number 337614

C742 HUH is a RHD 200 Tdi in white. Serial number 380301

D750 LWO was a LHD in white. No other details.

D176 OTX was a RHD in white. No other details.

## The Heritage run, Lode Lane to Gaydon 2nd May 2010

I think that there may be a few G-WACs on the run this year, and it would be a nice idea if we could all roll into The Heritage Centre in line astern.

To accomplish that we may need to sign on at Lode Lane at the same time on the Sunday morning and get consecutive numbers. What do you think folks?

Lets see if we can better the 2008 line up of seven G-WACs at the show.

Roy



[James, Ian and Graham. Gaydon 2008](#)

### Current known owners. @ February

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
G406WAC	Andy Baker.
G410WAC	Robin Jeffery
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 & G610WAC	Meghan & Gary Timmins
G486WAC	John Capewell.
G488WAC	Clive Richfield
G482WAC	Nick Davis
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Zoltan Kittrich
G563WAC	David Spirett
G601WAC	Ben Arnold
G603WAC	Graham Bethell.
G635WAC	Alec Gatherer
G711YRY	Peter Hares
G834FPR	Sue Harvey
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick

### Other known cars

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

### Severn Valley Leafers. 16th May 2010



Bill, Graham and I had a nice day out with the Severn Valley Leafers last year.

The SVL put on a display of Land Rovers at each of the stations down the line from Bridgenorth to Kidderminster, and Discoverys and Range Rovers had a spot at Bridgenorth.

The Severn Valley Railway offered free tickets to the owners of the displayed cars, and the trip down the line with a steamer pulling the train of coaches was very enjoyable.

More details from Bill later.

[The line up at Bridgenorth last year.](#)

## 603 for sale

My cherished 1990 G-WAC Tdi Discovery in Camel Trophy livery.

It was first registered 03/01/1990 G603WAC, by Land Rover, and was the first Discovery to be issued as a company car - it was used by the then Engineering Director Bill Morris as his company car. When new it was black and was serviced at Lode Lane Factory for many years, it also has had an R380 gearbox fitted. Bill Morris bought the car when he left Land Rover and used it as his own transport.

In 1995 it was involved in an accident, and Land Rover replaced the complete bodyshell with a silver 1991 3 door ex test bed bodyshell. It has stamps in the service book at Special Vehicle Operations until 1997. There is a comprehensive print out of all the work this car has had done from new including tyres etc. It has now covered over 206,000 miles and drives superb.



There was a major engine rebuild all detailed in the late 1990s. Finally in 2006 Bill Morris decided reluctantly to part with the car, when a DOC member Lee Donal bought it. I then bought it from Lee and have owned it about two years now. The bills and receipts are all present including the one for the new bodyshell ex LR stock.

So why is it now in Camel Colours? Well the condition of the car pre Camel meant it needed a few bits and pieces doing to it, and I thought about doing something special for the Discovery 20th Birthday in 2009. I hatched a plan to re create a G-WAC Camel Trophy Training Hack. It now represents one of several G-WACs that were taken from LR stock, sprayed over their original colour in Sandglow and used for driver selections for the 1990 event.

Several G-WACs actually went to the 1990 event. Not many of these are still in existence. So I had the car painted in Sanglow, this cost £1,000, daft I know! I also changed the wheels for the correct type and fitted a full set of five new BF Goodrich tyres on it. I have applied the decals for the Discovery series.

I have also had fitted a tow bar, twin electrics, TOAD Cat 1 alarm, rear dog guard, front bull bar, Hella spot lamps (mega expensive) rear door panel has been changed for an alloy one, it has a Mantec snorkel, axle breathers, period seat covers, original LR spec half roof rack (not Camel type) etc.

This car has recently had loads changed including brakes, servo, pipes, clutch, shockers, front turrets, radiator, alternator, the list goes on. In 2009 I attended over eight Land Rover shows and events all over the country, covering almost 3,000 miles trouble free. I have also towed my caravan with it.

Since October 2009 it has been on a SORN and parked in my workshops. Due to several other Land Rovers and a growing family I don't think I will get the use out of it this year, and I have also purchased a 26 Ft caravan which, to be honest, I guess will be a bit much for the old girl. In all I have spent thousands on this classic "Shamel", I know I won't get my money back but as with all the other restored Land Rovers I have sold, at least I can say "I saved that one"

The price is fixed, there is no offers, and if it does not sell I will buy a cover for it and mothball it for a few seasons. It is in excellent mechanical condition, body wise it's very good; there are a couple of very minor bramble rashes, but nothing major at all, you will struggle to see them to be honest. The inner wings have been patched in a few places and the NS one is not brilliant but it's MOT passable. The sills and body mounts have been welded a few times. It's MOT tested until October 2010, I have not used it since it was last done. I would regard this more as a classic car than an off road toy or a green lane toy.

Price £2,750. For more details contact me on 07809380144 or [email4graham@tiscali.co.uk](mailto:email4graham@tiscali.co.uk)

Graham Bethell



## Lambert and his 200/300.

I am the proud owner of L6\*\* CVH, a late model (KA prefix) three door. Whilst I appreciate the passion for the early cars I feel it falls to me to uphold the honour of the transition model cars

"Magic", as it has been christened, is a 3 door car in windjammer blue with sonar interior, fitted with 24 spline axles, an LT77s main gear box, and with the optional freestyle choice pack, i.e. 5 spoke alloy wheels (now shod with slightly taller 750r16 Michelins) and anti roll bars.



As part of my ongoing refurbishment back to mostly factory spec, I have also found many other smaller differences to both earlier 200 and later 300 series cars, for example, the rear window wash wipe mechanism is different and also the holdall for the centre console was omitted, as I found when I bought one. The clips for the lugs to hold it in place were never fitted to my car.

These details plus other incongruities lend me to think that at the moment cars like mine fall rather unfortunately into the category of just being old, as opposed to classic, and as such seem to be destined to be either cut up for scrap or severely modified for enjoyment at pay and play days.

Hence to highlight the potential rarity of these transition cars in the future, it would after all be a pity if these interesting cars were lost to history.

So whilst I hope not to distract anyone from the important work of preserving the first of our line, I hope we can illuminate the lives of others with regards to some newer yet just as fascinating examples.

Lambert

## Plymouth 2010

Had a good day on the phone recently. First call was to Plymouth City Council regarding the Hoe. I spoke to a nice chap from their Clerk's Dept., gave him some information plus dates, and he's going to get back to me midweek next week



[Photo shoot at Mount Edgcumbe last year](#)

Next was The Mount Edgcumbe Estate. We are pencilled in for 16th October, but the 17th is also available, and they are VERY keen to come on board. I said I would keep them informed of our progress. They have no other event/wedding on that weekend, and as long as we tell them what we would like to do, they will happily accommodate us. Nothing seems to be too much trouble there!

Then I called The South Devon Railway. Also very keen to host us. I did make it clear to the man I spoke to early on in our conversation that we weren't looking to pop a Discovery on the tracks and pull any carriages, much to his relief! He offered us the large field adjacent to the station, and wants to be kept up-to-date on things.

Finally I called Roger Young Land Rover, our local dealer in Saltash, with a view to possible sponsorship/general advertising, but unfortunately the man I needed to speak to had already left for the day. That'll be Monday's job...

All in all an encouraging start. Now all we need to do is to promote the event and get as many Discoverys there as we can.

Also I'll write to the Land Rover magazines, and get them in on it as well.

If anyone would like to add to this event, please email me or call me on 07771 882622 days or 01579 384968 evenings & weekends. [k.mccartney123@btinternet.com](mailto:k.mccartney123@btinternet.com)

Ian Williams. Cornwall.

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