



Nic's G534WAC

G-WAC Notes

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



Lee's G524WAC

May 2010 Notes

Thanks for the contributions this month, please keep them coming if you want me to continue with the Notes. If any of you do not want to receive further issues, just let me know and I will remove you from the list.

Ian and I will be at the Ripley Castle Classic Car and 4x4 Show on Bank Holiday Monday and we will write up a few notes about the event. The event is organised by Mark Woodward Classic Events. He runs other shows in Cumbria, Co. Durham, Lancashire and Newbury. Mark will also have a presence at the Land Rover South West Show, Shepton Mallet and the NEC Classic Motor Show.

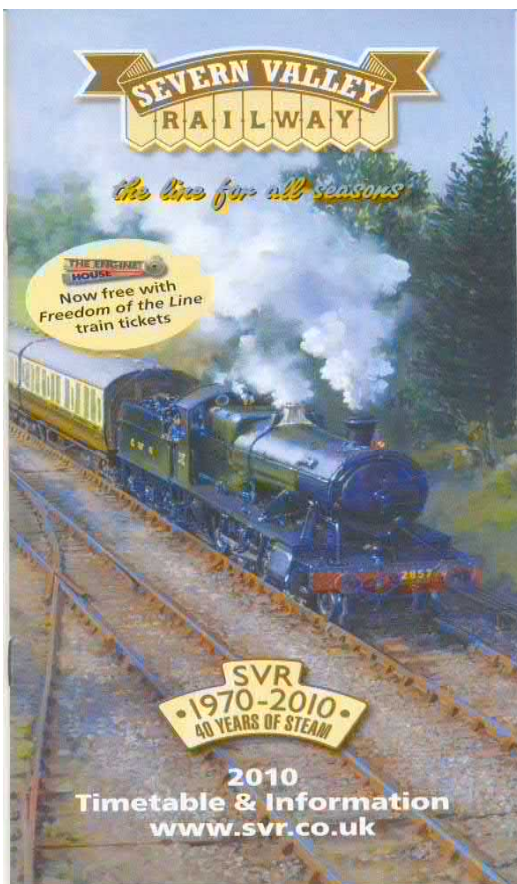
Word has it that Graham has sold 603 but I have no details yet. When they are available I will ask the new owner for a report and an indication of his intentions.

I hope that we hear more about 466 from Richard Knapp.

Land Rovers on the Line. May 16th.

The Severn Valley Railway celebrated its 40th anniversary this year, and the Severn Valley Leafers Club were given the opportunity to display Land Rovers of all ages and types, at the six stations along the line.

Paul Stevens of the SVLC co-ordinated the collection of various models at the different stations and Bill Jones of the Discovery Owners Club organised the display at Bridgnorth. 12 Discoverys were at Bridgnorth, including G534WAC on a trailer, and three Range Rovers from the Range Rover Register were there too.



At the next station, Hampton Loade, there was a display of military Land Rovers, and at the Highley Station a selection of other models were parked outside the Engine House and Visitor Centre, where visitors could take advantage of the view across the line from the Buffers Café Restaurant, whilst taking refreshments.

Series III (1971 –1985) models were parked at Arley Station together with some specials including fire engines and ambulances. The Bewdley Station display included the Series II (1958-1971) models and finally at Kidderminster Station the well-preserved Series Is (1948-1958) were on display.

Members and friends of the DOC took advantage of the reduced fair for the trip down to Kidderminster by steam train, stopping off at the stations of their choice. The rail track ran alongside the West Midlands Safari Park, Bewdley, which gave the train passengers a free look at the elephants and other animals at the park

A great day out in good weather and it must be pencilled in to my diary for next year.

I have bought G534 WAC.

The chap I've bought it from is called Zoltan Vittrich and he is Hungarian, a Land Rover enthusiast with another Discovery and a Series II. He explained to me that he found it on Ebay last summer and he knew that it was a launch car so he bought it for the same price I paid. Strangely he was also the only person to bid on it as I was!

He told me that the chap he bought it from had no idea of its significance in Land Rover history and sold it because he thought it was a bit 'too nice' to off-road.



Zoltan did take it to Hungary, he didn't explain fully his reasons for not keeping it there but he did say that his fellow Hungarians are not particularly interested in old Land Rovers, I suspect he brought it back so he could endeavour to pass it on to someone who'd appreciate it more. He told me he was delighted that it'd been sold to a fellow enthusiast, and we've exchanged e-mail addresses so he can follow its restoration

It will be a while before anything much happens with it because I'm still finishing off my 1959 Series II, and there are always lots of jobs to do here, such as fit a new floor to my trailer.

I would like to restore it as close as possible to its condition and 'look' when it was used at Plymouth during the launch, but I'm fully aware that a restoration to 'nice useable condition' and 'concours condition' are two very different things and the latter would involve a total strip-down and about a billion pounds

It is a V8 and does seem to be quite a 'high spec' car because the wood trim looks very original. It has electric windows, mirrors and air con'. It also has roller blinds in the rear windows. So I suspect these were to show the options that were available at the time of the launch in 1989.

A nice little parcel has arrived in the post and it is an original sales brochure, interesting to see what the option's list states and the soft 'Land Rover-Man-Bag' was part of the 'security package', which also included a retractable load space cover. So if anyone needs a soft Land Rover-Man-Bag I have one and I'd be happy to swap it for any of the bits that I need...

Rear door pockets (the plastic 'bins' on the back door)

Rear seatbelt buckle that clips to the boot floor

N/S/F seatbelt buckle

Front bumper 'spoiler' (mine's been hacked for the bull-bar), which I have now removed.

Interestingly the brochure states that alloy wheels were an option, so I wonder if the 'free style' alloys were the one's offered as the option? Perhaps I could re-furbish the silver wheels from my green Disco' and have them on the car, rather than steel wheels

The brochure also makes it clear that when Discovery was launched there was no automatic version available; I would assume that relates to Land Rover's worry of taking sales away from Range Rover.

All in all I'm very pleased indeed as it looks to be a totally unmolested example with no signs of previous welding repairs. But there is still plenty to do. A nice straightforward restoration, even the paintwork looks as though localised areas with a will blend in will do, rather than a full respray...

It'll look a lovely and largely original car when it's finished!

Polishing EAC

The day promised to be sunny as I looked out of my window on Sunday morning. Alas! As the morning wore on, the sun went in and the sky clouded over. But, undeterred, first to arrive was Franny, keen with his polishing tackle, ready to start sprucing up old EAC. He was followed by the Puddleducks, Stephen and Angela, and finally, the Wellies, Bob and Frances.

As tradition dictates, the men got to work polishing and buffing, while the ladies made their way to the conservatory for chatting and light refreshments. At this point, we were on cups of tea – well, it was still morning! Every so often, we were rudely interrupted by loud shouts of “Where’s me tea?” and “An’t y’got t’kettle on yet?”

The ladies made sandwiches and drinks and we ate lunch in the conservatory in a civilised manner, well, as civilised as DOC members can be! We were entertained by Jennifer performing tricks on her slide in the garden.



After an extended lunch, the boys went back to their various jobs. Paul took out the battery and painted the battery tray, Wellie-Bob polished the glass, while Richard and Stephen polished anything they could find.

They must have been working really hard as my Dyson went missing for a while. Not only were they polishing, they were also vacuuming too!

Rachel Wilcox

G-WAC Notes on website

Brian Radford of Northmead 4x4 is keeping up-to-date with his copy of the Notes on his website. All the back issues from the start in May 2007 are there.

He also has another website to advertise Classic Rallies and shows.

Have a look at the sites

www.northmead4x4.co.uk/gwac_discoverys.htm

www.classicrallies.co.uk/index.htm

NORTHMEAD 4x4

480 on the Heritage Run

480 had been away all winter but as spring drew near I knew there were some issues to address, my son Peter owed me some money so instead of paying me back in money I got him to pay it back in time.

For Peter this was a short straw because I got him cleaning, wire brushing and painting the chassis, not the best of jobs but a necessary one at the moment.

This done and with Gaydon fast approaching I thought I would replace all the springs and shock absorbers as 480 was beginning to have a tendency to wander. Front axle first, which turned out to be no problem whatsoever and the springs and shocks were changed in just over a day. The bushes will be changed as well soon, but I have not had time to fit the hockey stick and panhard bushes just yet.

Ok, so rear axle next and this was progressing well although the back axle was a little crusty, this was now two weekends from Gaydon. Last spring to remove and as it came away so did the full axle mounting!!



B*****S, not good, not good at all, luckily I had an axle just blasted and primed so we stripped out completely the old axle, carefully leaving the brake callipers hanging on the chassis. The primed axle was painted but a reaction between the two coats of paint meant that it had to be stripped back to bare metal and painted again.

Anyway after this minor setback the parts from the original axle were fitted to the new one replacing seals and gaskets wherever they were required, whilst the axle was out I had a good look under at places that were hard to reach with the axle in place. Looking up I had a poke at the fuel tank cradle which looked a bit crusty, and given the chunks that fell off it was more than a bit crusty so also no choice, dig into the spares locker and fit new serviceable cradle but even more delays and the day was drawing nearer.

Back to the axle, rebuilding was the reverse of the strip down but everything had come off, brake shields, hubs, stub axles, half shafts, discs etc and it all took time to go back on. One problem I had was that the brake shields were as rotten as the fuel tank cradle and I didn't have any spares, on enquiring as to the availability of like for like replacements I was told they are £100 each side, now I'm all for originality but the later shields are £15 each and retain less muck so I opted for these.



So axle back under and it does look good, I had been offered assistance from Frank Elson, 'LRM's Parting shot', who lives down the road from me, and it was very kind of him to offer but the clock was ticking and I had it back together and I didn't even have time to take him up on his kind offer, perhaps next time Frank!

With the axle back under, I fitted the new police spec rear springs and some 'terra firma' gas shockers, everything tight but it was now Saturday morning before the Heritage run and I was completely knackered. There were still a few jobs to complete like refitting the rod thingy's to the back axle as these had been removed cleaned and fitted with new bushes and nuts, I decided at this point that we were not going to make it to Gaydon so I decided to repaint the wheels.

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I repainted the wheels a few years ago ready for Gaydon 2006 but only the day before, so they did not dry completely, and there has always been runs in them. This time I thought if I don't go to Gaydon then they have a week to dry before Driffield, so I stripped, sanded and cleaned both rear wheels, primed them and gave them a new coat of Davos White. This was 11.00am on Saturday before the run when I had decided not to go, they looked beautiful!

At 11.45am my neighbour, who also likes Land Rovers, and to whom I had invited along but had not heard from him since, called round and said 'I'll come with you tomorrow', 'right' say's I, and it looks like I need to get her finished. Anyway I refitted the tie bars, checked all the suspension, refilled the back axle with oil and looked at refitting the radiator cowl, but decided to leave that until later. Later that evening I checked the wheels they were still tacky, but I had to fit them as we had an early start the following morning.

06.15am on the Sunday I checked the wheels and they were still a little tacky but we had to be on the road, so off we set for Gaydon. We arrived pretty much on time and I found slot 39 empty, this was Roy in G526WAC, so I had got here before him, or so I thought, only to spot him and Margaret in the only Blue Badge spot outside the Home Of The Legend.

We exchanged greetings and I explained to Roy the efforts of getting here and the fact I have still got wheels with runs in them as the paint in the nooks and crannies decided to run out given the centrifugal forces acting on them.

Roy and I were the only two G-WACs on the run this year, though EAC was on the DOC stand back at Gaydon. The run was quite pleasant and we both arrived at Gaydon without any drama.

The following weekend we again met up at Driffield, again the only two G-WACs on the DOC stand, along with EAC. 480 will probably make the DOC National this year and the LRM show at Stoneleigh but that will be it then, local shows and runs only after that.



As for 480, she drives much better now and does not wander and I have not changed the front bushes yet. After that it's a good waxoyling and then some minor repairs to the inner wings but all in all what a good motor!

I shall try to keep it that way, sorry to those who had such fun at Driffield on the off road course, 480 wont be joining you anytime soon especially after the number of mud covered Landys we saw broken down on the way back to Lancashire.

Ian

Current known owners. @ May

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
G482WAC	Jeremy Jackson
G486WAC	John Capewell.
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb
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, G466WAC, G496WAC, G521WAC, G525WAC, G602WAC, G640WAC

G466 WAC spotted

Spotted May 3rd at the North Somerset Agricultural Show, G466WAC. It is a blue 3-door V8, looking a bit tired and fitted with Freestyle alloys.

It belonged to one of the exhibitors so it is likely to be local to the Somerset or Bristol area.

I didn't see the owner and it was parked in an exhibitors' only area so I couldn't get a DOC flyer to it!

Richard Knapp