



Roy's G526WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Chris's G601WAC

## June 2013

Good to see a few notes on the G6xxWAC series of Discoverys, with the new to us G618WAC, hopefully to be owned by Johan. All were factory registered for varying roles within the company after registration.

G494WAC has been on the DVLA website, as SORN, for some time, but its whereabouts has eluded us. At last it has appeared, (where else but on ebay) <http://www.ebay.co.uk/itm/121132634141?..1438.12649> and we hope that it will be rebuilt. See the owner's ebay description and pictures on page five.

I was sorry to have to miss the Dunsfold Weekend on the 15th – 16th this month. With the event taking place only every two years, it is a pity to miss one. Graham was there, so perhaps he will write a few words about the event for the July Notes.

My next outing with 526 will be at a Mark Woodward Classic Events show at Leighton Hall in Lancashire, on 7th July. Just hope that the weather will keep good.

## Some work on 635 this month.

Bit of maintenance for the MoT this time. New rear brakes (discs/pads) plus a failed rear brake pressure reducing valve which leaked brake fluid down the front offside inner wing.!

So had to weld the rear body mountings, but as it was the crossmember rather than the mountings themselves I could cut away the rust, leaving the mountings dangling, then fabricate some patch panels to meet the original mounts. Maybe I will fabricate and fit a proper whole crossmember one day!

I did the cam belt as well; couldn't shift the crank pulley nut, so I called in Mobile Bob with his "el Torro" multi-tonne-torque cordless impact driver gun, and off it came no problem

Aiming to attend the 25th anniversary next October (God willing)

Alec.

## South West 4x4 show 2013

The forecast for the weekend was pants, and remained that way, although it affected the public attendance a bit; the exhibits were plentiful in all classes of 4x4.

Having completed most of the restoration of 601, I duly arrived at 07.15 on the Saturday morning along with a gale force wind and driving rain. 601 was parked on the front row of the Discovery Owners Club stand, to represent all G-WACs everywhere. Looking excellent (when wet) in all its glory.

She attracted quite a bit of interest from the general public as well as a few Disco owners. Many useful contacts were made, including Lee Hayward, who is the Local Section Representative for Devon and Cornwall branch of the club, and is the organiser of the Discovery Birthday Party in Plymouth in October, to which I shall take 601.

The weekend struggled on against the weather and finished Sunday afternoon in a howling gale with all concerned happy to go home to a warm fire.

During the weekend I had cause to view the Camel Trophy stand, where I came across G343 WAC, a 110 turbo diesel station wagon. (the only one in the UK). This vehicle was one of the ten Camel Trophy vehicles issued with G---WAC numbers in 1989 by Land Rover. In 1990, 343 together with 340 - 346 and 348 were selected to be shipped to Bombay for use on the Himalayas pre scout exhibition. 340 is believed to have been written off in India having been rolled at least twice, 346 and 344 live in France and 348 resides in California with 347.

343 was purchased by its current owner, Dan Shinton from Holland, and because of Dutch regulations, it was never re-registered, and consequently has retained its G343WAC number, thought to be the only one of the ten that has. It is understood that six out of the original ten vehicles still survive to this day.



Chris.

## Out and about with 603.

It's been quite a while since I 'put pen to paper' so just a few lines on what 603 has been up to.

We have travelled more in this last year than in the first two of ownership, a few days down Somerset & Dorset way. We visited Cheddar Gorge then to Glastonbury Cathedral and The Tor, then onto Lullworth Cove and onto Corfe Castle. So that was a few nice days away.

We have planned our next trip away, and that is going to cover Dartmoor National Park then on to Tintagel Castle and Lands End. We treated ourselves to a Howling Moon roof tent recently and we can't wait to get going and try it out.

Not much to report on 603 apart from a hair-raising episode in May. The Mrs won an exercise bike on ebay and we set off for Sittingbourne, which is about a 60 mile round trip. Travelling along the A2, quite happily at about 60, there was horrid 'metal on metal' sound and the steering wheel pulled violently and instantly to the right! Scary stuff!

We limped into the next lay-by but I couldn't visibly see anything wrong so we gingerly carried on our journey at a slow pace (much to the annoyance of other road users) and eventually got home.

On to the Discovery Owners Club forum for some advice, and unanimously the advice was that it was a wheel bearing. So while I was ordering that I bought a new stub axle as well. The work was done and no problems since.

So, to sum up. A great first three years with 603 and 12k covered with no real dramas, but as time goes on the body work is starting to look a little tired in places, namely door bottoms and a bit of white corrosion here and there. This has got me in the early stages of thinking about a respray.

This is where I would like a bit of advice from other early Disco and G-WAC owners. When 603 rolled off the line she was in Beluga Black but after an accident in 1993 Mr Morris reshelled her with a Zanzibar Silver shell. I'm

not sure which way to go. I like both colours so some advice would be great. I can be contacted on [iredfern@me.com](mailto:iredfern@me.com) if anyone wants to give their advice on what would be the best colour change.

Ian



## I'm trying to buy G618WAC.

It has not moved for the past 12 months that I have known about it, and is surrounded by nettles and brambles at a 4x4 repairer in Scunthorpe.

A 200Tdi in black, first registered January 1990, not many black ones around I believe, and it will be a good one to restore.



I need to brush up on my negotiating skills, so wish me luck with the purchase. If I manage to buy it I will need to sell my 1993 200Tdi to make space for it at home.

I am Dutch and have lived in England since 1985.

Johan.



## An expensive pint, but well worth it. G601WAC.

"Fancy a pint?" my mate said. On arrival at the bar what do I see but G601WAC parked outside, looking very sorry for itself, being used as a builders van.

"I wonder if he knows what he's got", I said to my mate, "Yes I do" came the reply;" I bought it about a year ago"

Some weeks later I was approached by the owner who asked if I would like to buy it. A price of £1000 was agreed and I became the owner of G601WAC in November 2012.

So the project of restoration began with earnest. It was road legal, most of the welding to the chassis, outriggers and floor pans had been done, the inner wings, a rear shock absorber mounting and the front n/s footwell had needed to be plated along with some wheel arch repairs to both sides. Where the steel meets aluminium the oxidising was well established.

All this having been done it was time to attend to the lack of braking. On closer inspection I decided to replace the entire system from servo to pads, as all four callipers were seized on at least one side. The servo was leaking and most of the pipe work rusted. Having achieved stopping ability a new set of town and country tyres was purchased and put on to a set of original steel rims.

A full service to engine, gearbox and diffs, together with swivel hubs and new shock absorbers later. It was running well and being used daily for work. The bodywork is in reasonable condition and only requires minor repair and spray work, although a new taildoor will be required at some point, but what about the interior I hear you ask?



Probably the most work needed, was a new heater matrix. So out came the dashboard, giving me the chance to strip out the old immobiliser system that had long since gone south. This achieved, a new drivers seat was sourced along with various pieces of interior trim and a replacement carpet, a pair of headlights an aerial, bumper, number plates and a few bulbs later the job was done.

The chance to purchase a 1972 series 3 Land Rover from Dartmoor, at the beginning of June, saw me borrowing a trailer and doing a 200 mile round trip to collect it in the Disco, which it did without so much as a murmur (God bless the Gemini).

All in all it has taken six months and about £1800 to complete the restoration (inc purchase), resulting in another G-WAC saved from almost certain death.

I have contacted the Land Rover Traceability Department, who have supplied me with a build sheet and some history. DVLA have supplied copies of all V5s from the previous seven owners,

After coming off the production line in November 1989, it remained in Land Rover's ownership for 18 months as a company car, and sold to the open market in July 1991. It was bought and sold in the Essex area until 2011, when it was bought by the previous owner and came to Bristol, and it now lives near Bath with me.

It is now June and the South West Land Rover Show looms large, and I have arranged to show it on the Discovery Owners Club stand for the weekend.

Chris.

**PETER JAMES INSURANCE.**  
772 Hagley Road West, Oldbury,  
West Midlands. B68 0PJ.  
Telephone:0121 506 6040.  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)





## G494WAC on ebay.

This one has been on my list for some time now, always on a SORN, but now for sale in a stripped down form. It will make a very good project for someone. A 200Tdi, the pictures show it in the original blue.

Ian tells me that some of the launch G-WACs were not painted Sandglow when they were hastily sent to Eastnor Castle for use as driver training hacks for the Camel Trophy event. Below is the owner's description on ebay. (edited a little)

[http://www.ebay.co.uk/itm/121132634141? .. 1438.l2649](http://www.ebay.co.uk/itm/121132634141?..1438.l2649)

*"A Camel Trophy Discovery, G494 WAC, Family owned since release from Land Rover at Gaydon, this Disco was used for driver training and press driving, we believe. Was a daily driver until stolen, after we got it back we decided to restore her but due to a location and career change, the restoration ceased, 99% of the corrosion has been removed, new boot floor and rear cross member replaced correctly, front inner wings and complete front panel replaced etc etc.*

*Old Man Emu springs and shockers fitted as well as caster correction bushes, stainless steel pistons in callipers, the list goes on, complete new set of locks and ignition barrel inc keys. Virtually a complete car just needs a bit of TLC and a paint job and re-assembly. Loads of extra bits and bobs that have been collected over the years, you may need to obtain a few bits to complete.*

*FAR TOO GOOD TO SCRAP THIS LITTLE BIT OF HISTORY. THOUSANDS SPENT OVER THE YEARS. BEFORE IT WAS STRIPPED IT RAN AS SWEET AS A NUT, GEARBOX ETC ALL GOOD TOO!*

*We will be sad to see her go, but feel as long as she goes to a fellow enthusiast she stands a better chance of seeing the road and mud again.*

*CASH ON COLLECTION ONLY. Please note that you will need to trailer her away and need a van for the extra parts. Happy bidding"*

So, come on you Camel enthusiasts, this is not just a launch car, but a Camel too.

Roy.



## Details of Land Rover Shows and other events in 2013.

### **July**

Friday 26th to Sunday 28th.

LRO Billing, Billing Aquadrome, Northamptonshire. NN3 9DA

### **August**

Saturday 24th & Sunday 25th.

Eastnor Land Rover Show, The Deer Park, Eastnor Castle, Ledbury, Herefordshire, HR8 1HL.

### **September**

Saturday 7th & Sunday 8th.

LRO Peterborough, East of England Showground, Peterborough.

### **October**

Sunday. Date TBA

London to Brighton Land Rover Run.

Saturday 12th & Sunday 13th.

Discovery 24th Birthday Party, Plymouth Hoe and surrounding area, Plymouth, Devon

Sunday 27th

National Restoration Show. Stoneleigh Park, Warwickshire.

Other dates to add when known.

Graham



**Low mileage G reg for sale.**

My father has decided at the age of 80 to sell his Land Rover Discovery. It is in fantastic condition. A 1990 G-reg vehicle, has full service history, one owner from new and has just 51k on the clock. The paint has not faded and the graphics are complete, all the window rubbers are as new and the sunroof does not leak. A new battery has been fitted; it has an ear piercing alarm controlled by the key fob.

I am in the process of putting photos up to the Internet and they should be available on my club website shortly at <http://kentlandroverclub.co.uk/1990.htm>

The private plate will have to be changed to a G-reg from DVLA, as it's going on his new vehicle.

It is Windjammer blue and has never been off road or towed anything other than a horse trailer once or twice that I am aware of. Has always been garaged and maintained regardless of cost. He sold his previous vehicle, a 1972 RR to fund the purchase, that too was in the same condition and made a good price in early 1990.

It has only ever been used for summer holidays over the past 24 years, and obviously is in fantastic condition for its age. In my opinion the last best early Land Rover Discovery in private hands, which will soon become as valuable as the 1972 RR it replaced.

My father bought it new, one year after the release, with the intention of all the early production bugs having been fixed. Hence it has never had the early gearbox problems or excessive lifting of the trim below the windows behind the front seats

Hopefully the pictures do it justice, originals are available on request. We are keen that it goes to a collector and not someone who wants to chop it up and off road it. However if not sold via these channels, it will be left to the vices of ebay classic Land Rovers.

Ballpark price is £4000+. You are interested, please call me on 07772 987291.

Peter.

**For sale.**

For sale. 1993 200Tdi. Black. 93.000 miles with service history.  
For more details phone: - 07794 401359.  
Scunthorpe.. Johan.



**Not sold yet. G226EAC. Pre pro 5-door.**

The grey V8i, which belongs to the Discovery Owners Club, attracted a few prospective buyers but has not sold.



The DOC has a Committee meeting this weekend, and its future is on the agenda, so watch this space.

**G-WAC Notes on websites**

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**Home of the Project Jay Preservation Group**

More articles on Graham's website, [www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net)  
[email4graham@tiscali.co.uk](mailto:email4graham@tiscali.co.uk).

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Brian Radford, of Northmead 4x4, is keeping up-to-date with a 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.

[www.northmead4x4.co.uk/gwac\\_discoverys.htm](http://www.northmead4x4.co.uk/gwac_discoverys.htm)  
[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

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