



Robin's G410 WAC

G-WAC Notes

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



David's G482WAC

August 2011.

With just one Land Rover show left in this year's calendar, Peterborough, I have arranged to show again on the Discovery Owners Club stand.

In the September issue of LRO there is an article titled "20 things to do with a rotten Discovery 1".

I was pleased to see that suggestion 19 is to "Create a show-stopper- make it like new", and advocating that some of these early cars should be restored. 526 was featured with the previous owner, the late Peter Wykes, at the wheel.

I attended a Classic car show at Witton Castle in County Durham on Bank Holiday Monday. David and Marilyn Ashburner were at the show with their Wolseley Owners Club stand.

Sonar blue trim.

I bought two front door trims/cards at the Stoneleigh LandroverMax show. They are in very good condition and the trader gave me a rear door card for good measure.

The rear door card has a good trim on it but it has the usual problem with the card backing, where the holes are torn and the clips won't hold it in place on the door. Has anyone had a go at making a new card from hardboard or similar?

The trader is based on the Isle of Man and he told me that he has a few Discoverys with full sonar blue trim. If you are in need of any pieces, give him a call on 07624 324690 and see if he has anything that you need. His email is rafeaston@live.co.uk

603 finished at last.

Finally after nearly two months in the body shop I have got 603 back. I have taken a week off work to waxoyl, refit all the trim, MOT and make good. It's been a long slog because what started off with a poke around underneath has taken far longer than expected.

In all, Cam has had new body mounts, new crossmember, floor and side panels. As well as all these new parts she has been treated to new sills both inner and outer on both sides and fresh metal built up in rear footwells.

Every step of the way all new metal was treated with UPOL Galvanised Spray, eight cans in total! When the entire floor was up I went down to the body shop and gave the chassis a couple of coats of Hammerite.

It was down at the bodyshop for quite a while. To keep costs down he did the work on 603 between other jobs, as that was an arrangement that I had with him. However it still touched four figures just for the welding and fresh metalwork.

I have been flat out these last few days refitting and rustproofing, but I'm glad to say 603 passed her MOT yesterday with no advisories, so I am just waiting for new insurance documents to come through so that I can get some road tax. We are all itching to go out in her for a spin.

She has been off the road far too long.

Ian.



Progress on 308.

A few years ago we, (as in the active historic forum on the Discovery Owners Club website) I spoke about the headlights on a 200. We thought at the time they were the same units fitted to the Leyland DAF 400 van, which in 1989 would have been the good old Sherpa made by Freight Rover.

308 needed new headlights so I went on the hunt. I missed a pair going begging in the "for sale" section on the Discovery Owners Club forum. I looked into Sherpa headlights and found a pair of old stock units so thought they would be worth a shot.

The outcome is we now have a nice pair of new lights fitted. They are very similar units, but they are not the same. The pictures below show the rear of the old



Discovery lamp and the new Freight Rover lamp.

The top two mounts are similar, only shorter on the Sherpa units. The lower mounting is where the main difference occurs. You can see that I adapted the lower mounting by drilling an extra hole in the front panel, and using a nut each side of the front panel. This allowed me to fix the lamp. As I have a headlight beam setter it allowed me to adjust the lamps before tightening up the lower nut. There is still the normal adjustment in the top two mountings. The result is two nice bright headlights ready for the MOT test. If I come by some genuine lights I will probably change them back, but needs must and no MOT means no trips out.

Well an update - I have re assembled the engine and had it running. Can't find anything wrong really, and having spoken to the last owner I have drawn a blank at what was faulty with the engine in the first place! The guy said the cam had failed, but there seems no evidence of this at all.

The only thing I can think is the starter motor was faulty and although spinning, it was not engaging, so at a quick glance I think someone thought the cam had sheared or something preventing the top end rotating, nothing was rotating as the starter wasn't engaging. I soon got the starter cleaned up and engaging properly.

Looking underneath, it's had all new body mounts fitted, the sills replaced so it's in pretty solid condition. There are a couple of sheared studs in the downpipes and a leaking fuel line to sort next. I have given it an engine service, new plugs and leads etc and will move onto the rest as I go along.

I was a little optimistic for the Dunsfold weekend, possibly be roadworthy by Plymouth weekend though (if I can afford the fuel bill that is)

Graham.

An extended Discovery Ambulance. J140 OAC.

Well...Well now have 3 Discos. The latest is a Special Vehicles Extended 200 Tdi - currently an Ambulance, but about to become a camper. It needs some work, but only has 36,000 miles on the clock, and has been main dealer serviced for its life.

I took a gamble on this one, bought it sight unseen knowing there were a few problems - but I reckon it's spent most of its life in a garage and has been looked after. Apparently the sump was smashed - this turned out to be a wrecked oil filter. Easily changed after an hour of brute force, a little swearing etc. Drained the remaining oil. Filled up with fresh and it started immediately. Engine runs sweetly and I drove it from my neighbours where we had offloaded it from the trailer.

I thought the steering was a bit dodgy then realised one front tyre was down to 14psi. The tyres are nearly new and the wheels should be fine with a touch up. Found a new Pirelli Scorpion on a mint wheel under the spare wheel cover

The shocks need replacing and I'll stick in a set of HD springs while I do this. The twin batteries look new and all the blues and twos work. I tested them several times but soon to be removed/covered over though.

The inner wings have no rot. The engine bay has a little surface rust, and the chassis is rock solid. I went underneath and can't find any rot (famous last words!). The front carpets are damp and there's some rust I need to investigate inside, but the underside is solid.

The only real problem I have to deal with, as a matter of urgency, is the gutters. They are very rusty. I need to take the cover piece off to see what horrors lie beneath.

I need to replace one of the big side windows as there is a crack in the glass Just waiting for the V5 to turn up then get it reregistered as a van - currently ambulance are tax free, but I have to get it changed (and pay).

I doubt if we will get it to the Birthday Party in October as the next couple of months are busy for us, but I intend to do the conversion over the winter ready for some camping etc next year.

If anyone local want to have a look, feel free to drop by.

Neil.



Current known owners of launch cars @ August 2011.

G457WAC	Mark Wheatley.
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett.
G470WAC	Frank Elson.
G477WAC	Ian James.
G478WAC	Meghan Timmins.
G480WAC, G482WAC & G486WAC	David Ashburner.
G488WAC	Clive Richfield
G490WAC	Rob Ivins.
G510WAC	Nick Prior.
G511WAC	Colin Crossley.
G534WAC	Nicholas Webb.

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other known Launch cars.

G454WAC, G462WAC, G466WAC, G471WAC, G472WAC, G475WAC, G476WAC, G495WAC, G520WAC, G525WAC, G531WAC and G537WAC.

Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G2 KRT	Owner not known.
G28 RMW	Glyn Jones.
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Graham Bethell
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known.
G406WAC	Andy Baker
G410WAC	Robin Jeffery
G563WAC	David Spirett
G601WAC	Richard Haynes
G602WAC	Owner not known.
G603WAC	Ian Redfern
G610WAC	John Stuart-Gray
G635WAC	Alec Gatherer
G640WAC	Owner not known.
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892 VPM	M E Hall
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J410OAC	Neil Witt
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Reg not yet known	Roberto Blanchard (USA)

G28 RMW. Too good to scrap.

I received a phone call from Glyn Jones, who lives in Worcestershire, he told me that he had just bought this March 1990 registered 200 Tdi with the intention of putting the engine in a 90 and scrapping the rest.

A friend told him that as it was a good example of an early car, he should not scrap it but see if anyone would like to buy it as a good early example of the marque.

I told him that it was his choice, but I would ask on the forum, and the G-WAC Notes, to see if anyone wants to buy it before he starts to scrap it.

Glyn says that the trim is in excellent condition, and he intends to put it through a MoT very soon, if he scraps it I may buy the trim. Registered 26.03.90, 97.000 miles, Red.

If interested please give him a call on 01299 270860.

Launch G-WAC wanted.

There is no rush at all and I am happy to wait for the right one to come along. - I have taken 15 years 'rescuing' my small collection of former press launch Range Rovers from the scrap man.

Do let me know if you come across one for sale - a launch car and one with some photos of the car at or around the time of the launch is what I would ideally like. I am not afraid of rust...

I may need to sell one of my press launch Range Rovers in order to provide time/drive space/ money and of course the continued tolerance of my wife ;-)

Here is my hobby website for your interest:
www.k58ykv.co.uk

Julian.

G-WAC Notes on website

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. Have a look at the sites.

www.northmead4x4.co.uk/gwac_discoverys.htm
www.classicrallies.co.uk/index.htm

NORTHMEAD 4x4

410 & G324CBG for sale.

I have been hanging on to her and CBG, my original Disco, as I was planning on restoring 410 to her former glory but unfortunately time and money haven't allowed, and to make things worse my parents are trying to sell their house that includes my storage and garage space. They are in storage in Dumfries and Galloway

I am wondering if anyone is interested in 410 and CBG as a project, as I can't stand seeing them rot away. So I am open to offers.



410 is original and rotten underneath but does include original radio, cubby bag and cushioned headrests.

Both cars have 3.5 V8s engines and CBG has a Tinnley Tech LPG kit and a 140L tank in the boot.

Contact me on Robin.Jeffrey@dulas.org.uk or through Roy.

Robin.

Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@g-wac.com or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

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