



Roy's G465WAC

# G-WAC Notes

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



Ian's G463WAC

### November 2007

Looking ahead to next year, and the first meeting that we intend to attend as a group of Discovery enthusiasts, Graham agrees that it is appropriate for us to meet at the Land Rover Weekend to be held at the Heritage Motor Centre, Gaydon, 3rd and 4th May, and he is looking into the possibility of some space for us to meet as a group. More details from Graham later.

From what I have read in the Land Rover Enthusiast and Land Rover World magazines, the 60th birthday of the Land Rover will be celebrated as a two-day event at Gaydon. There will be two runs from Lode Lane, one on the Saturday afternoon to feature special derivatives, and the usual one on the Sunday for anyone interested in entering their Land Rover for the run.

People displaying their vehicle will get two free tickets for both days of the show, but the reports in the magazines does not make it clear what is meant by a display. Does it mean that all vehicles to be displayed on club stands will get the free tickets or does it refer to a special display that will be organised by the Heritage Centre?

The article in LRe goes on to say that vehicles taking part in the runs will not be able to take part in the display. So as individuals we need to decide whether to "run" or "display"

The Range Rover Register is planning to feature the full 38 years history of Range Rover. I wonder if the Discovery Owners Club is planning a display of 19 years of Discovery ?

Roy.

### Welcome aboard.

A warm welcome this month to another G-WAC enthusiast, Paul Sutton, who has bought G488WAC from James. Paul lives in Hampshire and is very happy with his purchase.

He took his new acquisition round the village to show his friends and they were very impressed with the condition of it. They even suggested that it was not a G reg. and that he had fitted a private plate to it.



Paul has now covered more than 500 miles with it on a few weekend trips out and

says that it runs very well.

Roy.

### Pre production Console Bag Project Jay.

A rare pre-production detachable console bag was recently auction on the Ebay site.



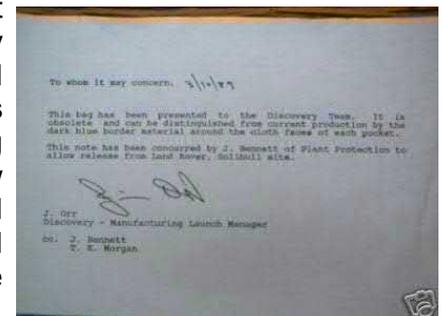
The bag shown below had been made by the project Jay team for the new Discovery that first went on sale on 16th November 1989.

In order to mark this occasion each member of the Jay (Discovery) Project Team were presented with one of a limited number of these bags. The pre production bag can be distinguished from the production item by the dark blue border material around the cloth faces of each pocket. These bags were very limited in number and a few people were given one along with a "release note" to allow it to be taken off the site at Solihull by the lucky employee.

The one offered for sale had never been used and had been stored along with the "release note" ever since. I had purchased a production bag for 469 but noticed that when I tried to fit it, the clips on the centre console were located in the wrong place and were horizontal as opposed to vertical for the bag to attach to it as it should.

Despite hard bidding I missed the bag on this occasion and it sold for around £37.00. Time ran out before I could bid again so who knows where it has gone now - perhaps into storage for another 19 years or so?

I am pretty certain that this is the bag that would have been fitted to the G-WACs and is easily identifiable by the blue border material - so if you are out at Sodbury or any other shows and stumble across an odd looking bag you know what it is - and where it would look just the part!



Graham.

## G524WAC

Since selling 488 last month it has given me a real impetus to get on with 524 and so far is progressing well. I've cleaned off all the corrosion on the body panels now, taken it back to bare metal and started filling, especially the hole on the offside panel behind the door. The panel is salvageable so there is no



need to cut and replace at this stage, which is good. I had bought several cans of touch up spray from



Land Rover but when applying it was very thin and didn't cover well over the primer. I eventually ended up in Halfords and they made me up some paint in the right colour and stuck it in an aerosol - 300ml all for £10.99! Ideally you should take the paint code from the VIN plate, I didn't but Halfords managed to get the right colour from the name / year / vehicle etc. It was good especially as Land Rover only did Marseilles Blue for about the first 12-18 months of production. The coverage is excellent and the colour match looks spot on. I'm very pleased with the result.

It's nice to be starting the positive repair phase now, rather than just collecting bits and reeling at the size of the job ahead. Cleaning back the years of neglect. Very satisfying!

Lee Donal is planning a visit to his brother in Warwickshire at the end of November in order to get 603 MoTd and has kindly offered to drop in on me on the way home, bringing his overalls. He'll help me

swap over the rear door and bonnet that I salvaged from 313, which I bought as a donor car, as they are the right colour already and in better condition than the originals on 524. I'll keep the original door for spares, as it is mostly complete, although some of the internal components were removed when I bought 524. The bonnet will also be kept "for a rainy day"

The car is booked in with Nick, my welder, just before Christmas so that gives me a deadline to complete the painting and do the repairs to the front section of the roof panel above the windscreen. I will need to remove the old screen first but that has a big crack in it and therefore would need to be replaced anyway. I bought a 2nd hand screen from a breaker on Ebay plus a windscreen seal that's much better than the original one.



The next job will be to remove all the interior, carpets, seats, and side panel trims, which may well reveal more for Nick to weld up!

Once the welding to the rear body cross member, sills, front inner wings and whatever else is found is sorted, I then plan to replace all the suspension components plus all four brake discs and pad sets sometime in January.

James

## Cellulose – Based Paints.

The EU Paints Directive take effect at the end of this year, when it will be illegal to sell paint products for general use in car refinishing, which contain high levels of Volatile Organic Compounds (VOLs)

There is however a derogation for these paints to be used, by a licensed user, on vehicles that are deemed to be of 'historic or cultural importance'. Details are sketchy about how to apply for a licence or how the system will be administered.

It may be wise to stock up on paint and thinners now before the ban comes into force. Perhaps any colour close to that of your car should be bought as it can be used for a build up of coats prior to the final coats of top colour.

Roy.

## Federation of British Historic Vehicle Clubs.

The FBHVC is trying to do something to help save, preserve and display, the technological and innovative treasures that are held in the collection at the Science Museum in London.

In this large collection are a substantial amount of transport related items that are never seen because the museum has limited space and only a fraction of these items can be on display. The remainder of the collection are held in WW2 hangers on a 500-acre site at Wroughton near Swindon.

The Science Museum need lottery funding to link these hangers to a new building project that will then form a new exhibition. The project is one of six projects vying for lottery funding in a series of TV programmes that will be broadcast in December.

The FBHVC wants your vote to make this project the winner, and a commitment to vote can be made at [www.voteinspired.org](http://www.voteinspired.org).

More details can be obtained by phoning 01984 656995 or at [www.fbhvc.co.uk](http://www.fbhvc.co.uk).

Roy.

## G603WAC

I suffered a "minor" set back whilst working through my snagging list for the upcoming MoT. All was going well, handbrake adjusted, exhaust re-hung with new rubbers, and then I thought it would be a good idea to investigate the slow loss of brake fluid.

I finally found that both of the (new) front callipers were weeping fluid from the bottom of the joint between the two halves of each unit. The brakes were one job that I had crossed off my list, being that nearly all of the system is new.

Both fronts are now stripped, (again), ready for another set of callipers and pads, as the pads were contaminated with fluid.

One step forward and nineteen back ! I have been back to the suppliers and they have replaced them under guarantee, I just need pads and some fluid now.

Lee.

## G-WAC websites.

There are a couple of websites up and running now that feature G-WACs. For those of you able to get onto the World Wide Web here are the addresses: -

[www.northmead4x4.co.uk](http://www.northmead4x4.co.uk).

[www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net).

Have a good read.

Roy.

## G515BKV.

Browsing the LRW magazine website I came across an article headed "Ahead of its time" which was featured in the February 2002 issue about a 1990 registered four-door. This was clearly one of the pre production four-door cars, similar to G226EAC, which is owned by Janet Smart.

G515BKV was a right hand drive 200Tdi with beige trim. Most of the trim was beige but some components such as the air vents, ashtrays and the gear lever gaiters were in grey, presumably because they had not been made in the correct colour at the time. A folding step was fitted as was a towing pack and side steps.

Records show that it was registered 6th March 1990 but when it left the factory it was transferred

to a main dealer in Yeovil who later sold it to a lady owner who sold it after only 1000 miles. During the time that this lady had the car she had registered it with a private number plate but before selling it on managed to regain the original number.



The next owner also kept it only a short while and it then went to its third owner who also lived in the West Country. He fitted a BRB winch bumper and a steering guard and covered most of the 90,000 miles that were recorded over the next few years.

It then went to its fourth owner who resided in Oxfordshire. This owner paid a visit to collect some spares at All 4x4 Parts Ltd, when Steve Poley, the owner of the business, saw the car he realised that a 1990 G registered Discovery should not be a four door and took a great interest it.

According to the February 2002 article, Steve bought it and at that time was using it as an every day car and as an advertisement for his business. He also added to the article that with help from John Capewell, the DOC Chairman of the day and now the DOC President, he learnt that only four pre production four-door models were still left in the UK. Two were kept by Land Rover and there is one other but he did not know where it was at the time. Perhaps it is the one owned by Janet.

I wonder if Steve Poley still has the car and does anyone know of him or All 4x4 Parts Ltd of the West Country ?

Roy.

Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at [roy@scawdel.orangehome.co.uk](mailto:roy@scawdel.orangehome.co.uk) or post your address to B R Preston, "Scawdel", Dove Bank, Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124.

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