



Roy's G465WAC

# G-WAC Notes

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



Ian's G480WAC

## Early Discoverys.

I have had my first Discovery, a 1990 "H" reg. 200Tdi, for four years now and do enjoy driving and maintaining it.

When learning about its development I took an interest in the original factory registered vehicles, the G-WACs, and decided that some day I would have one. It was September last year before I bought one and I have now started to tidy it up.

There has been a bit of interest on the DOC Forum lately and I mentioned to Ian Rawlings, another G-WAC enthusiast, that it might be a good idea to write up a few notes on our experiences.

The notes could be sent out by email to anyone interested or by post to members not on email. If an interest develops the notes could be sent to the editor of Discourse to see if they may be of general interest to club members.

The notes could also include articles on other special cars as listed on the DOC "Historic / Special Editions" forum.

So here is my first attempt.

Roy

## Part numbers

There has been a post on the forum asking for part numbers of the graphics fitted to the side of early Discoverys. Below are listed some of the part numbers that I have come across which are for the silver/grey/green graphics: -

IMWC3726RUZ	Behind door.	£54.59
IMWC3727RUZ	Behind door	£57.68
IMWC3724RUZ	Door	£75.09
IMWC3725RUZ	Door	£74.06
IMWC3728RUZ	Rear window	£39.14
IMWC5736RUZ	Rear window	
	Drivers side	£31.93
IMWC6748RUZ	Petrol filler	£8.24

The rear quarters are unavailable in the green Stripe. LMXC5734/5735.

These part numbers are for cars painted Davos, Zanzibar, Caracal and Marseilles.

The silver/grey/blue ones are the same numbers but suffixed RUR for cars painted Mistrale, Windjammer, Corallin, Foxfire and Arken.

Ian

## G465WAC. 200Tdi.

Ian Rawlings had put a post on the Forum about a G-WAC, which was for sale in the North East with an Irish registration number. The car had documentation with it to show that it was originally registered by Land Rover so I decided to go and have a look at it.

It was taxed and tested and drove very well, although the steering was stiff and therefore wandered a little. With 157,000 miles on the clock I thought it was probably over-due for its thirteenth 12,000-mile service.

A bit untidy, quite rusty at the back end and looked as though it had been used for backing small fishing boats into the sea at Skinningrove. I have already replaced the rear floor and body crossmember on my H reg. car so I knew there would be some work to do on this one. The untidiest part was the N/S door, which had been allowed to open too wide and it had left a crease in the door. Not too difficult to mend but it made the car look quite tatty.

The dealer who was selling it said that if it were not sold as a runner it would be broken up for scrap. I didn't want that to happen so I decided to buy it. Some insurance was arranged a few days later so it was collected and driven the 80 miles home.

A start has been made of tidying the rear end by replacing the mudflap brackets and mudflaps, scraping and painting the chassis and replacing the duff shock absorbers.

Whilst the shockers were off, the springs were removed so that a good job could be made of painting the chassis and the upper spring mounts. I did not expect the spring mounting plates to fall off the axle case but that is what happened. New ones have been made up from 3mm plate and welded onto the case, so that is a job well done.

The cold weather late last year put me off doing much more in the garage but I am ready to start again and will have it reasonably tidy and fully serviced for the shows this year.



Remains of spring mount.



New mount ready for welding.

Roy.

Just before New Year 2006 I was glancing through the Autotrader website and spotted an advertisement for a 1989 Discovery on an Irish plate. The dealer gave me the chassis number, which I checked against my list, and it came up against G480WAC,

New Years day 2006 I had a run over to Westwood Motors in Yorkshire and did a deal to do a straight swap, for this tatty looking Discovery, against a lightweight I had bought for my son for his 18th Birthday.

The value of each vehicle was around £1500 so my son got the monetary value of his vehicle, less what he owed for the restoration of it, and I got G480WAC, though it did not look pretty at this stage nor did it run very well.

The first job was to get it tuned and running OK, then I removed all the rubber bump strips and the two rear wheel arch rubber strips. This left an area below the bump strips that was hand painted black so the car then went into the body shop to be resprayed white.

I have been successful in reuniting TIW2124 with its original number. It went on the Heritage run at Gaydon, and it was the only show attended in 2006. The week after Gaydon it failed it's MOT and needed quite a bit of work on the sills, which meant taking the interior out etc, consequently it has been kept off the road until it passed it's MOT on December 16th 2006.

During it's lay up all the body decals have been replaced and generally it has been brought back up to a show condition, though not over prepared as this would lose that patina of originality. It is in very original condition, with only 88,000 mile under its belt that's the way I am going to try to keep it.

During those months two or three more G-WAC Discoverys have surfaced within the Discovery Owners Club. Some new friends have emerged through the club website, which has generated quite a bit of interest in these early vehicles.

Ian

**New Thread on the Forum.**

Now that there is a "Historical / Special Editions" thread on the DOC Forum, these notes could incorporate anything of interest about the specials.

If I can get some feed back from this first issue it would be nice to hear from any Camel Trophy or G4 owners. Perhaps someone has bought a modified 50th Anniversary car and is restoring it to the original specification.

Roy.

Having now bought a G-WAC I wondered how many members have an interest in them and how many there are in the Club. There have been a few articles about them in our Club magazine, Discourse, so I looked through my copies to see what had been written.

The first article was by Garry Summerfield, in Issue 4 March 2001. He had bought a V8 three years earlier and described replacing a CV joint, fitting twin electric Kenlowe fans, a split charging system and was planning to fit a gas conversion and probably later a 3.9 litre engine. The registration number is not revealed and I wonder if Garry is still a member and has still got the car.

In the Spring 2003 issue (D11), the late Alan Smart reported that he had just bought a LHD pre production 5 door fitted with a 3.5 Efi engine. It needed a new exhaust and the rear floor was very rusty. The Alpine lights were leaking and it would soon need new brake discs. The registration number is G226EAC, (not WAC). A further report on the repairs he had carried out was in the June/July 2003 issue, (D12).

In the August/September Issue (D13) Alan noted that David (Harry) Harris from Norfolk had bought G490WAC, which was rescued from a scrap yard. This early vehicle was given a Special Department Vehicles number, SDV05. At that time John Capewell, our Club President, owned G486WAC which was numbered SDV06.

In his article Alan went on to say that SDV04 was registered G451WAC but he didn't know who owned it. Do any of our members know where it is?

There is an article in the March 2006 issue of Land Rover Monthly, about G524WAC, which was used by a millionaire farmer called Frank Tate in the TV programme Emmerdale Farm. It was almost scrapped by Land Rover Spares of Kendal but was rescued and is now owned by Robert Ivins.

The list of known registration numbers now looks like this: -

- |         |                  |
|---------|------------------|
| G226EAC | Janet Smart.     |
| G451WAC | Owner not known. |
| G468WAC | John Capewell.   |
| G490WAC | David Harris.    |

Others noted recently on the forum are: -

- |                     |                              |
|---------------------|------------------------------|
| G313WAC.            | Known to have been scrapped. |
| G463WAC and G480WAC | Ian Rawlings.                |
| G465WAC             | Roy Preston.                 |
| G469WAC             | Graham Bethell.              |
| G488WAC             | James Cromar.                |
| G524WAC             | Robert Ivins.                |

If anyone knows of anymore please let me know and I will update the list with each issue of G-WAC Notes.

Roy

Compiled by Roy Preston (benji89) and Ian Rawlings (Rawlings2), members of the Discovery Owners Club. If anyone would like to contribute an article for these notes, or receive a copy, please email Roy at roy@scawdel.fsnet.co.uk or post your address to B R Preston, "Scawdel", Dove Bank, Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124.