



Graham's G469WAC

G-WAC Notes

A News sheet for those who are interested in the early Discoverys and Special Editions.



Lee's G603WAC

July 2007.

If you are on my list to receive these "Notes", either by post or email, you are obviously as keen as I am to see that the remaining G-WAC Discoverys are preserved.

In order to ensure that no more are scrapped or mutilated, we should try to get our message across to the general Land Rover public and in particular to Discovery owners.

I have asked Kris, the Editor of the Discovery Owners Club magazine, Discourse, to put a note in the magazine about the "Notes" and some details have been sent to the Land Rover magazines. The forthcoming article about Graham's 469 in the Land Rover Owner International magazine should also help.

If you can think of some other way of advancing our cause then lets have a go. I do not spend much time on club forums, but perhaps one of you could do a PR job on the forums to get the G-WAC message across.

Please let me know what you think.

Roy.

Early Discoverys

The Land Rover Discovery was first produced in 1989 and there must be many G registered examples still taxed and on the road. For anyone interested in these early cars the ones of greatest interest were first registered by the Land Rover factory.

For the Press and Dealer Launch at Plymouth, in October 1989, Land Rover registered 86 cars with the numbers G451WAC to G537WAC with the exception of G500WAC. These cars were used by the factory for demonstration purposes and loaned to motoring correspondents of the Press.

Over the years there has been little interest in these cars by Discovery owners, but as time marches on, a few enthusiasts have taken a keen interest in them and have started to bring some back to showroom condition.

Amongst the cars that have not been scrapped, some are in pristine condition and some are "basket cases" and at least one has been "bobtailed".

The object of these "Notes" is to make Discovery enthusiasts aware that the registration numbers G-WAC are quite special, they were all registered by Land Rover UK Limited, and we should try to preserve them.

Roy.

G406WAC. 200Tdi. Old English White

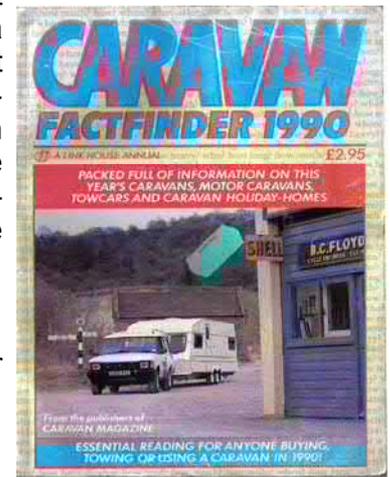
We have owned 406 since 1991 when it had 20,000 miles on the clock. It has just passed its MOT so is on the road for another year, and has now covered 140,000 miles.



Most of those miles were clocked up when caravanning with Alan & Janet Smart. We have since sold the caravan so it doesn't get much use except for to and from work.

During its life at Land Rover, as a press office vehicle, it was used to tow a caravan for Caravan Factfinder magazine and we have the magazine with the picture of it on the front cover.

Andy Baker



Current known owners.

Some of the cars, which I listed in the first issue of the Notes, have not been confirmed but here is a list of owners as I know it just now: -

G226EAC
G406WAC
G463WAC & G480WAC
G465WAC
G469WAC
G482WAC
G488WAC & G524WAC
G511WAC
G603WAC

Janet Smart.
Andy baker.
Ian Rawlins.
Roy Preston.
Graham Bethell.
S White.
James Cromar.
Colin Crossley.
Lee Donal.

Perhaps Ian or James could let me have a more definitive list for the next issue.

Roy.

G488WAC. 3.5 V8. 5 seats. Davos White.



I had no intention or aspirations to buy a G-WAC, but was out for a walk from work one lunchtime and spotted a white Discovery sitting on someone's driveway as I walked past, it had a cardboard For Sale sign in the window, I had a poke around it and noticed the G-WAC number plate.

I'd remembered an article in Land Rover Monthly magazine that had featured the ex Emmerdale Discovery. I made a note of the registration and that night I checked it against the sequence listed in the article. Sure enough, it fell in the middle of the Press Launch cars so immediately this became more interesting to me.

I already had a 200Tdi Defender 90, which was my mobile skip and trialing vehicle, so had a word with my wife about

potentially buying the G-WAC and selling the Defender later.

I arranged to view and test drive and the rest as they – is history! This was back in November 2006. Oh and I kept the Defender as well! G488WAC is a Davos White 3 door 5 seat, 3.5 V8 Manual on twin SU carbs.

When Land Rover built the 86 press launch vehicles they made sure they covered as many variations as they could of engine choice 200Tdi (Gemini engine) or 3.5 V8, LHD or RHD, and full spectrum of trim options from very basic to high spec.

488 has an interesting combination of options being that she has the standard Lowline Hifi, (Clarion radio cassette with 2 door speakers), but has the electric pack which included central locking, electric windows, electric heated mirrors. She has roof rails, a standard tow bar and 7 pin electrics and twin manual sunroofs. All the initial cars were 3 door only and came with the Conran designed Sonar Blue interior.

I had to remove a few "owner" added extras that had been put on it over the years, including replacing the Cyclone alloy wheels with standard steel wheels, and a new set of 205 80 R16 tyres. The original cars were fitted with Goodyear Wranglers, or for some foreign markets, Michelin tyres.

It was always my intention to take her back to as close as I could to factory launch specification, and to that end I have replaced or sourced the following:

- Installed an original type Clarion radio cassette
- Fitted a sunroof bag behind the rear seat for the front sunroof glass
- Fitted mud flaps as the originals has been cut off
- Sourced a spare wheel disc
- Replaced the headlights



The front bumper had taken a knock so I managed to find a replacement from another early factory registered car and refurbished that, as it was straight. I also removed the rear bumper and refurbished that with new paint.

As the service history was a bit sketchy, I did a full fluid service including engine, gearbox, transfer box, and both axles. I also replaced the twin air filters and spark plugs. The distributor cap looked quite new and she always fired up fine so I left that alone. I also replaced the brake pads all the way round as the fronts were worn out, and they're pretty cheap. All the discs

were in good order with not much wear.

At the MOT there were a list of failures – all the front brake pipes in the engine bay were replaced along with 2 flexi pipes. The driver's door had to be stripped as the door levers inside had stretched and it wouldn't open except with a sharp thud whilst pulling the handle. My local garage – Egdons, did a great job and got the MOT reissued just in the nick of time as I'd already booked on for the Heritage Run to Gaydon.

Since writing this article I am in the process of selling 488 to another enthusiast as I have acquired 524 - the Emmerdale car - from a collector.

James Cromar.



When the previous owner contacted Alan to discuss how to advertise his Discovery, as he knew it was an early model and he wanted it to go to an enthusiast, a long discussion followed. Needless to say we had to go and see it – just to look you understand. However it was all too tempting and G226EAC joined the fleet, at that time a 1993 Range Rover and a 1993 200 Tdi Discovery.

EAC, as it has become known, was first registered on the 1st July 1990 and is quite a special vehicle, built as part of a pre-production batch to be used for dealer and press demonstration prior to the launch of the 5-door model. It is a 3.5 V8 electronic fuel injection rather than the carburettor fed 3 door models at that time. It is left hand drive with 5-speed manual including a gearbox oil cooler, an absence of side rubbing strips, and both sun visors fitted with vanity mirrors.

Land Rover World magazine came to photograph it and wrote an article for the March 2004 edition. We then took it to the Land Rover World show where it was on their stand, along with other vehicles that had been written about that year. LRW noted that the Discovery Owners Club had over 900 members at that time.

The previous owner had always kept the seats covered so the upholstery is in exceptional condition, however as you would expect some bodywork was required. All of the required parts were bought ready for the restoration but unfortunately Alan's illness prevented him from completing the task.

I still have two Land Rovers on the road, a Discovery and 110 Defender, but will be seeking another enthusiast who will take on this project, to restore and enjoy G226EAC, as Alan would have wished.

Janet Smart

Shows.

Just three major Land Rover shows left this season to show off your car. Billing, Peterborough and the London to Brighton run.

Billing. 20th – 22nd July. If you want to help and have your car on the DOC stand, then contact Gary Patterson. events@discoveryownersclub.org. or 07806 834893

Peterborough. 8th – 9th September. Chris Gorvin will be running the DOC stand. He is on the DOC forum at publicity@discoverownersclub.org

London to Brighton. 30th September. Contact Paul Duffield at the Kent Section. DOC 07966 602875 or duffboy@blueyonder.co.uk

I am afraid that I am not getting on very quickly with the MoT preparation, due to some unscheduled work needed on the H reg. I was using the H to help with the off-road course at Manby and got stuck in deep water with no wading plug in the timing case. So when I got home I decided to replace the cambelt. It was a good decision as muddy water had got into the housing and into the bearings of the tensioner and the idler.

During my trips to Gaydon and Driffield, with 465, I noticed that the steering wandered quite a bit so I replaced the worn trackrod ends and the draglink end. The joint on the steering box drop arm was OK. The turning circle to the right was poor so I thought it may be the lock stop that required adjusting but discovered that the stop for the right hand lock, on the left hub, was not touching and that the box was at the end of its travel.

With the draglink disconnected I counted the turns of the wheel from lock to lock to establish where the centre of the steering box was. This now showed that the steering wheel was not on centrally because the Land Rover badge was not straight across. The direction indicators had not been cancelling so with the steering wheel removed it was easy to see why.

The small boss that connected to the indicator stalk had broken off. A second hand wheel from an auto jumble was fitted in the straight-ahead position and the drag link adjusted to suit. The steering now turned from lock to lock and came up against the lock stops with the road wheels just clear of the suspension arms.



The job that is now taking the time is the nearside sill, which is in need of repair. The sill has been patched over the top of the rust and is rusted through again. My method is to cut out all the rot, back to good metal, and replace with new metal joggled in and welded.

Whilst tapping at the rusty sill with my small hammer I decided that the rear seatbelt mounting on the nearside wheel-arch did not look good. It was so rusty that it has now come away from the wheel-arch. Repairing this will not be too difficult because there is only one curve to the arch at this point so forming a new piece and welding the big seatbelt reinforcing plate onto the repair will be easy. Taking out all the trim will be the time consuming job.

I have booked a place on the London to Brighton run so I need to get on with the repairs and get a new MOT. The untidy paintwork and damaged Sonar trim will have to wait.

Roy.

Compiled by Roy Preston (benji89). Discovery Owners Club member.

If anyone would like to contribute an article for these notes, or receive a copy, please email me 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.