



Graham's G469WAC

G-WAC Notes

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



Lee's G603WAC

June Notes, 2007.

I hope that you found my first effort of interest and as I get some contributions from other owners of Historic/Special Editions they can be included in the Notes.

Roy.

Land Rover G4 Challenge Owners Club.

Not exactly G-WAC news, but still Historic/Special Editions, Martin Bisby and other G4 enthusiasts have started a club for G4 owners. Martin has a D2, and other owners have 110s, Freelander, Defenders, Range Rovers and D3 Discoverys.

For anyone interested in these cars Martin can be contacted on 01226 723368 or martyshed2@aol.com and the club website is g4ownersclub.com

Land Rover Heritage Run, 6th May. Solihull to the Heritage Centre, Gaydon.

As the name implies, the run is intended for Land Rovers of all ages with the first production examples of each model heavily featured. Series Land Rovers, 50th Anniversary models, the latest Range Rover Sport and Freelander 2 were all represented.

The run took place on Sunday but there was also a gathering of traders and Land Rover Clubs on the Saturday. The Discovery Owners Club had a stand in a prominent position and attracted many owners and enrolled some new members.



Four Press Launch Discoverys were booked in for the Club Stand, 465, 469, 480 and 488. Two new members, brothers, Lee with 482 and Craig with 603 joined the Club and a space for 603 was made on the stand. I can't remember having seen five G-WACs on the Club Stand before, and the display was quite impressive.

Graham's 469, Ian's 480 and Jame's 488 were entered for the run. I had not covered many miles since the purchase of 465, and not had the forethought to book a space, so I was content to just have a place on the stand. Perhaps I should have been more confident with the reliability of the car because it ran very well from Harrogate to Gaydon.

On the run, Graham had some ignition problem with his V8 but the AA team fixed it. 469 was later selected by the judges to be the best example of an early Discovery and Graham was awarded the Tom Barton Trophy.

The Trophy is awarded each year to the best early example of a specific model of Land Rover and this year was the turn of the Discovery.

Congratulations to Graham on his award, a fitting tribute to all the work he has put into the restoration.

Thanks also to Mike for making room for us on the DOC stand.

Roy.



Tyres.

My H reg. 200Tdi, which I have had for four years now, came equipped with Marshal, Kumo and Pirelli tyres. Only two tyres were of the same pattern. I thought that tyres did not last very long on Discoverys and that the car would handle best with a full set of one make in due course.

The tyres are still in good condition so when I bought 465 I thought that at last I may be able to get a full set of one make and pattern out of the ten tyres. No such luck, I can only muster up three Marshal Powerguard ATs and one Kumo Powerguard AT with the same tread pattern, and the spare is a Pirelli. The tread patterns don't look like my idea of ATs, more like trailer or van tyres. The H Reg. now has five different tyres on it.

I am led to believe that the early Discoverys were shod with Goodyear so if anyone has a decent set of Goodyear Wranglers for sale then I am in the market for a set.

Roy.

Spring Adventure Show, Driffield. 12th – 13th May.

I took my caravan to this show with 465 and it was the first time that I had towed with it. I was a bit concerned how the cooling system would cope with the 1 in 4 hill on the A166 but there was a diversion round Stamford Bridge so I didn't get the chance to try the hill. You can never tell with old radiators, they may look OK but can be deceiving.

The weather was very kind to us, unlike last year, but there was a definite lack of big named trade stands in attendance, but a good club weekend nevertheless. We had eight cars on the stand including a D3-G4 and of course 465. The G4 drew quite a few visitors to the stand and I introduced them to the G-WAC and its history.

Colin from Malton took an interest in 465 and said he owned 511. It was in a barn and he was not sure what to do with it. I asked him not to scrap it but to let me know if he decided to part with it.

Apparently 511 has no electric pack fitted, i.e., wind up windows and no central locking or electric mirrors. Quite a unique car. Colin had put a Guest post on the DOC Forum, (he is not a member) about the windows, sometime early April, and got a reply to the post to say that as it was close to April 1st perhaps it was a "wind up".

I would like to see the car but I have not been able to contact him again.

Roy.

Early 300s.

David put a post on the DOC Forum about a 300 registration number L168JJX, asking if it was a Factory registered early 300. It turns out that it probably was not but Graham's info on the early 300s is worth writing up in these Notes.

Roy.

OK, firstly the registration number is not a Factory one. The 300 series launch cars were registered L2xSVC and L3xSVC and used to launch the 1995 model in March 1994.

Mostly these were V8s ES but some were the new 300 Tdi models (an early pre launch car is noted as L36THP, and was used as a test drive car in a Land Rover magazine in August 1994). The 300 range was first unveiled at the Geneva Motor Show in March 1994 and the first magazine article I can locate at the moment is in Land Rover Owner dated April 1994 when magazine staff drove the L-SVCs around.

There are plenty of other LxxxSVCs including some 200 series that I have noted as L1xxSVC and L8xxSVC. The reason I say this is because you could find that after a history check you could very possibly find that your car has been re-registered after a cherished plate had been put on it and then removed, resulting in an age related number being given to it.

If you quote your chassis number to the Traceability Department at Land Rover they will tell you its first registration number. Also the DVLA paper trail will confirm any number plate changes along the way. If the car was registered in February 1994 it's sure to be a Factory one as nobody had access to them until April 1994 onwards.

However, and this is the only other solution I can offer, engine upgrades from 200 to 300 are very common in the DIY enthusiast market and you could have a good upgrade. But if you know that it has been re-registered you could send off for the ownership history, and if it comes back that it is an L2xSVC or L3xSVC then you have a future classic!

Because of the two digit numbering sequence, the original number could possibly have been held back by the DVLA and not re-issued when the cherished number came off the car.

It now depends how far you want to take it, but if you can confirm that it was one of the launch cars you can apply to the DVLA to have the original number returned to it.

Graham.



Seen at Eastnor.
Can anyone identify
the colour?.

G482WAC and G603WAC.

482.

My brother and I had bought 482 and 603 and met four G-WAC enthusiasts at Gaydon, where we joined the Club.

Following our visit to Gaydon we set about cleaning 482 and it took five of us three hours just to clean the outside of the car, as she was really filthy. We then carried out an inspection to see what kind of condition she was in. this was broken down into two categories:



(1) Mechanicals, MoT and safety.

The failure sheet for the MoT was not as bad as I expected so I decided to approach the task as a rolling restoration with a “while I’m there” attitude. Parts required were quite extensive: new discs, pads, springs, spring seats, shocks, steering damper, rear callipers, brake lines, full bush set, alternator, battery, five tyres and steel rims, fuel tank bracket and a full service.

My intention was to compile a list of parts required and haggle prices with a local independent, Brookwells.

(2) Cosmetics and beautifying.

We removed the corroded steel wheels and fitted a spare set of alloys for her to sit on. The tyres on the steel rims were worn so they were removed and disposed of in the correct manner. Inspection of the rims found that three of the five were beyond repair and scrapped.

New Discovery steel wheels are very expensive and the search for new ones turned up a set of five white Rostyle steels, at a very good price from Brookwells, which were still in original packaging. I have seen photographs of a white 3-door development vehicle in Norway so I decided that they would fit the bill for now. A set of 205 R 16 Colway ATs has been fitted purely for cost reasons.

The interior was in need of a good valet and other cosmetic work to be done includes the following: the front wings have a small amount of electrolytic corrosion and the rear door is quite bad. Both the sunroof panels need refitting with new seals. A small hole in the roof panel at the rear can be repaired.

603.



603 was first registered on 03.01.90. She is a 200 Tdi, 3 door, manual, 7 seater, was owned by Land Rover as a Quality Control Audit vehicle, and driven by Bill Morris, the then Engineering Director.

When Bill left Land Rover he bought her as a private vehicle and was the only owner up until my brother Craig bought her. At some point in her history, Land Rover fitted an R380 gearbox, for assessment perhaps? She was originally black, but following a mishap, she was rebuilt by Land Rover and painted silver.

So far, she has had new discs, pads, callipers, solid and flexi brake lines, shocks, springs, wheels, tyres, chassis bushes, radiator, head-lamps, valeting and full servicing. The sills and inner wings will need some work in the future.

New rear mud flap brackets and a full set of mud flaps will be fitted. The springs currently fitted are not the correct ones, but I have a set of the correct type and they will be fitted also. I also need to obtain a decent set of the correct steel wheels because at the moment I have fitted the new Rostyles, which were first fitted to 482.

My brother and I have decided that we do not have the space to keep two projects so 482 has now been sold to another enthusiast who lives in Frome.

Lee

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 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.

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