



Ian's G603 WAC

# G-WAC Notes

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



Peter's G67 RYJ

## July 2011.

There are still a few shows to go to. The local ones to me are Ripley Castle, Raby Castle, Witton Castle and Ripon Racecourse.

Is anyone going to Stoneleigh Park 13th-14th August? If so pop along to the DOC stand and say hello.

## 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](http://www.k58ykv.co.uk)

Julian.

# LAND ROVER

monthly

magazine

## *LANDROVERmax*

### 534 and the "fleet"

Work is still moving on at my usual slow pace on 534 but I have also been intent on improving my 1991 3.5 litre auto so I have taken a few pictures of it following it's week long trip in a local body shop.

This car turned up on the Autotrader website last May and following a telephone call to the vendor, a small car dealership in London, I put a £50 deposit on it via debit card and collected it the next day.

It had done 97,000 miles when I bought it and despite the mileage it is quite simply *THE* most rust free Discovery that I have come across, ([you obviously have not seen G67 RYJ then? Ed](#)) even the axles and chassis have assembly line markings still on them! *ALL* of the usual rust places are absolutely perfect on this car but there were lots of small scratches and two dents where I would assume the previous owners had carried things past it whilst it was in their garage.

The driver's side was worse with small scratches all over and frustratingly the much better passenger side had a shallow dent that looked like a bicycle handlebar mark. It looks much better now, the whole of the driver's side has been resprayed, the bonnet, N/S/F wing and N/S/F door.

It just needs a good polish and the rear bumper putting back on and finally I can enjoy it more and take it to a few Land Rover shows!

Isn't it great when early Disco's turn up in this kind of condition? Lucky me 'cos it's mine all mine!! :-)

Nic



## Some brake maintenance on 526.

I am not a heavy user of the brakes, but I do give them a good test occasionally on a quiet road when it is clear. When I checked them recently, there was a tendency for the steering to pull to the left with only a light pedal pressure, but the car pulled up straight with more pressure on the pedal.

This led me to believe that the callipers on the offside needed a higher pressure to push the pistons out than those on the nearside.



With a good pedal pressure, two of the pistons expanded quite easily but the other two needed a heavy push on the pedal to get them to move. I gave all the pistons on both front callipers a good clean but I could see from the rust and the displaced dust seals that some serious work on them was called for.

In the past I have overhauled this type of calliper using a piston and seal kit part number AEU2539 and pistons STC201 from Land Rover. I have also used the part exchange system operated by Partco. On browsing through the LROI magazine I came across an advertisement by Paddocks who were offering new callipers at a price less than Partco, and with no old units to return, so I bought a pair and can now overhaul the spares at my leisure.

Changing the callipers is not a difficult job but bleeding the air out of the system on your own is not easy. So while I was in a spending mood I bought an Eezi-bleed tool from [www.frost.co.uk](http://www.frost.co.uk) together with a pair of hose clamps. The Frost catalogue is a very good source of parts and tools for the DIY mechanic.

With new callipers and pads both sides and the job done, the brakes were tested and found to be pulling straight.

The most difficult job for me was lifting the steel wheels back on and getting up from the floor.!!!

Roy.



## 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](http://www.northmead4x4.co.uk/gwac_discoverys.htm)

[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

# **NORTHMEAD 4x4**

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](mailto: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

Issue 49 July 2011

### Current known owners of launch cars @ July 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.
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
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Reg not yet known	Roberto Blanchard (USA)