



Nic's SHEP

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Peter's G67 RYJ

## January 2012

A belated Happy New Year to you all, and I hope that Santa gave you a nice Discovery themed present.

Graham's updated website has had many hits and generated quite a few new enthusiasts who have asked to be added to the email list.

I hope to persuade some of them to write a few words about their interest in Discoverys, perhaps about the model that they have owned, or still own, or their involvement in the production of Discoverys.

## Progress with the LWB ambulance J140OAC

I finally managed to get some time on J140. The recent weather has not been kind - there's a serious leak around the windscreen, though I reckon once I scrape the greenery out of the windscreen seal and get some silicon in there we should reduce the dampness in the cabin.



The heater blower has packed up - I presume this could be related to the water coming in from the screen, so more investigations needed. I always knew

there was a leak somewhere as the carpets were damp and I had planned to take the seats out to overhaul them and dry out the carpets - looks like this will be further up the jobs list now

One job that has started is the removal of the ambulance graphics - nearly got one side finished. Only blew three hairdryer fuses.

The paint on the panel to rear of the door is a bit flaky - as can be seen from the patch that's come off.



Once all the ambulance stuff is off and the blue lights covered it will be time to actually get on the road - first trip is to Les the Welder to get the gutter repaired.

Neil.

## HMC to host exclusive Land Rover Heritage Run in 2012

The Centre's highly successful Heritage Land Rover Show, which normally takes place in April, will be taking a break for 2012, and return in June 2013 as a new Land Rover Lifestyle show.

The Heritage Motor Centre (HMC) is to host an exclusive Heritage Run from Lode Lane in Solihull to the HMC at Gaydon on Sunday 30th September 2012. Starting from the home of the legend at the Land Rover factory in Solihull, the procession will then make its way to the HMC.



This Heritage Run is a great chance for spectators to witness 'history on the move'. This Special Run will be limited to just 100 Land Rover vehicles including classic and present day models and will be an amazing spectacle to watch.

Those who participate on this unique Heritage Run will enjoy coffee at Solihull, a special Plaque to mark the occasion and a photograph of their vehicle on the Run. On arrival at the HMC they will then enjoy free entry to the Museum, a unique guided tour, a special talk, the opportunity to take part in one of the Land Rover Experience activities taking place, and a delicious lunch.

Those who have participated in some of the previous Heritage Runs will be amongst the first to be invited to take part. Any remaining places will then be released to the general public in April.

Emma Rawlinson, Events Executive at the HMC stated "This is a fantastic opportunity for the 100 vehicles to participate on this exclusive and one-off Heritage Run which is an absolute must for Land Rover and Range Rover enthusiasts."

The cost for the run is £50 per vehicle with two people. Extra passengers can be carried at £17.50 per person. Tickets can be purchased by phoning the ticket hotline on 01926 645029, Monday – Friday from 10am – 5pm or on-line. There will be no camping at Gaydon this year but there are a few sites locally. There is more information on the website. [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk).

The Centre is situated in Gaydon, Warwickshire just off junction 12 of the M40.

So let's see how many G-WACs we can get on the run this year. September, plenty of time to get the car taxed for 1st September.

## G461WAC

I saw the G-WAC website and thought that you may like to know that I own G461WAC. It is a 3-door left hand drive, Tdi with air conditioning. Black, and originally with the large striped decorations on the sides which I detested. Original equipment included bull bars, roof rack, ladder to roof rack, rear steps and additional spring dampers. It was also fitted with two batteries in parallel, I know not why.

I have had it since August 1991, and I got it from a LHD dealer in London who'd had it for sale direct from Land Rover a few months earlier. It had previously been on a photographic tour of Spain (still traces of the photographer's tape to hide the glossy bits) and I took it back to Spain for a couple of years as I was working on a construction site up in the Cantabrian Mountains.

I lived in a small village above 1100 metres above sea level, the vehicle was superb in the mountains, the a/c very useful, and a further advantage was that I didn't have to carry snow chains in the winter - ordinary cars had to, but 4x4s were exempt.

I kept it when I came back to the UK and used it to some extent, but the drawback was that my wife wouldn't drive it (too big!) and it became too expensive to keep on the road just as a third car. I therefore put it onto a SORN about three years ago, but have kept it in case I ever want to use it again.

It doesn't have a very high mileage – just around 150,000 km (less than 100,000 miles) - although I did have to have some welding on the sills and replace the bottom section of the side panels, which had corroded through - got it through its MOT after that and then laid it up. It still runs well, is kept under cover and I get it out in the yard occasionally, sometimes just to shunt trailers.

I have had a little trouble with it. The power steering pump packed up as I was coming down a particularly tortuous road down a hillside between Portugal and Spain. I have had a couple of complete brake failures, and since I've been back, had a water pump failure and an oil failure in one of the conrod big ends (while travelling down the M1), which threw the conrod through the side of the block and I had to get a new engine. Fortunately I managed to get one with a lower mileage than the original, and it works well.

I have no current pictures of it but will take a couple next time it is out of the garage.

John Boucher.

## British Indoor 4x4 Show. 17th–18th March



The Discovery Owners Club will have a stand at this show.

So come along, discuss the merits of joining, and have a look at their magazine Discourse.

Perhaps I can persuade all you non members to join.

Roy

## Re: G-WACs x three. 480, 482 and 486.

It has been a while since I wrote anything for the Notes, so here goes. A quick update on the G-WAC trio:

486 - no change, it is sat in the dry barn awaiting warmer weather and availability of time!

482 - has had an interesting time, but alas no progress either. A small local museum had asked about using it as a promotional vehicle and project, with the added bonus of assisting in its subsequent refurbishment. Unfortunately, plans changed and it is also now safely in the barn.

480 - What a time this vehicle has had! It was used to bring back 486, or at least it started to be used for that. The due date of collection arrived and off we set at 'far too early o'clock' in the morning. Being a V8 and not the most frugal with fuel, it was thought prudent to top up the half full tank, so off to the garage, with trailer in tow we went.

Like I said it was far too early in the morning and the driver was barely awake (so no names mentioned, but he does own three G-WACs!). Honestly it looked like a green pump and I was, I mean they, were sure it was unleaded. Discovery discoveries, number one, V8s don't like petrol/diesel mix!

A quick call to the recover services, and I was informed that miss fuelling is not covered, but they could come and resolve the problem, but at a cost of over £250! Luckily, the fuel station was not too far from home, so a taxi ride back to pick up the red Disco and the original tow vehicle became the trailer load.

To clear the tank, a cap was adapted to allow us to pressurise the tank from the filler neck and the fuel was drained out from the front. Does anyone have any ideas on how to use 90 litres of 50/50 petrol fuel mix?

New clean CORRECT fuel was added and the V8 started. Wow did it smoke! It was like a thick pea-souper fog in the barn, but soon cleared and seems to be running well now!

When it went for its MOT, unfortunately, it failed, well I knew that two of the tyres were close to the limit and four new ones are on order, and they will be here next week. It passed on the tyres though; instead it failed on corrosion of both front inner sills within the prescribed distance of a body mount!

The MOT inspector said 480 was in very good condition and, given the condition of the rest of the sills, he was surprised that the very front ends of the sills had both rusted out. He could see that work had already been done on them and as the fronts were done in the past, it is just one of those things. Whatever happens, I will be sure to report the progress and send some pictures of the work in hand.

David.





## Is this the best 21year old Discovery?

I took some pictures of J979SHP, my 3.5 litre auto (Shep) I do try and give it a run around the block on dry days once a month and there is very little salt on the roads here at the moment.



As you can see in the pictures this is quite a remarkable car, I've not seen another that is as rust free as this one. It has done 104,000

miles but I think the previous owners had used it mostly in the summer months.



Throughout the winter there are two old computer fans in the garage running continuously (One for Shep, one for G534WAC) and these keep the air circulating so it is always free from condensation, it

works a bit like an "Air chamber".

Shep is not entirely original, with the dark tinted rear windows and LPG installation, it has later model wheels, as I did not like the originals, there are other parts that are actually from a 300 series. Very subtle but you would spot them after a while!

I have done a website for my little business... transportwestmidlands.co.uk and on there are a few pictures of my 200 Tdi work Disco'

Hope to see you at a show in the summer!

Nicholas Webb

## Pre pro 5-doors

At the time of the launch of the 3-door Discovery, the 5-door models were in the final stages of test and we believe that there were five on the road. G226EAC is owned by the DOC, and the Project Jay Preservation Group, (PJPG) own G513DHP.

Two others were registered G515BKV and G121EAC.

We do not know the whereabouts of these two although they are still noted on the DVLA website, and we would like to know if they are still about.



The picture taken in 2001 of the interior trim in G515BKV is particularly interesting because it shows the proposed new beige



colour on the seats, doors and dash. Presumably the hand brake and gearlever gaiters had not been made in beige at that time as the ones fitted are in sonar blue; the same goes for the ashtray and door opening lever housings.

### G-WAC Notes on websites

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### Home of the Project Jay Preservation Group

Graham's website is receiving quite a few hits now, and a few more pictures of owners' cars have been added. More are needed so do send him a picture and some details,

[email4graham@tiscali.co.uk](mailto:email4graham@tiscali.co.uk)  
[www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net)

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### **NORTHMEAD 4x4**

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.

[www.northmead4x4.co.uk/qwac\\_discoverys.htm](http://www.northmead4x4.co.uk/qwac_discoverys.htm)  
[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

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