



Keith & Val's G406WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Robin's G308WAC.

January 2013

Happy New Year to you all and have a fruitful year maintaining or restoring your early production Discovery.

How time flies when you are enjoying yourself. Well I am not enjoying myself just now because my hip is really in trouble, but I have an appointment for a new one to be fitted 15th February.

I have asked the surgeon to fit it with a grease nipple, these "lubricated for life" parts are not always the best, although if the Lord gave us a Three Score Years and Ten warranty, then I have not done too bad.

Snow

Well I think that we have had enough now. Next week, according to the nursery rhyme, February should bring the rain, again !!

January brings the snow,
makes our feet and fingers glow.

February brings the rain,
thaws the frozen lake again. ---- etc.

With three Discoverys and a car to house, I thought that I should get a cover for 526. I am not as fortunate as David; he has a barn and a garage to house his collection of classic Wolseleys and his four Discoverys.

The non-runners, 465 and 478, are tucked up in the garage, the car can stay outside, it is not going anywhere at the moment and it doesn't rust like Discoverys do.



So I bought myself a temporary garage and have erected it where the caravan used to sit. It could come in handy if we decide to take a stand at a show this year with Julian and his www.cvcregister.co.uk enthusiasts.

New owners for G101GEL

With 406 undergoing major restoration we decided to buy G101GEL from Tim Evans.

It is an Arken Grey Tdi, first registered July 1990 by Ottons of Salisbury, and sold to a Mr Daniel. After three more owners, we have bought it and it is taxed for 12 months.

Tim Evans wrote – *"I have the service book all*



signed up and a large file of receipts for any work done on the vehicle. The earliest receipt is dated 01/1991 for an extended warranty from Ottons.

It has had the usual shocks and bushes changed, various seals and two clutch changes. There has also been work on the engine, which involved a cylinder head overhaul prior to my ownership.

Since in my possession it has had the rear floor, both sills and two body mounts have been replaced. The springs, shocks and suspension bushes changed, the head gasket changed and the power steering pump.

I have the original bag that was fitted instead of a cubby box and the handbook folder, both colour co-ordinated with the interior"

So I think that we have a good one here.

Keith and Val Britton

480 in Practical Classics magazine

The February issue of Practical Classics includes a picture of 480 on page 43, when Ian owned it.

The article says "It's thought that there are only 90 surviving Discos from the first year of production".

Ian is going to send the editor a note of thanks for the plug, and a copy of our current listing, which shows that we know of at least 53 of the 90, and their owners.

J140 OAC nearly ready for the MoT.

Some progress at last.

New shocks and springs now fitted all round. Getting the right springs was a hassle, as I'd bought a Bearmach HD set of springs and matching shocks only to find that when I'd removed the rear springs the originals were substantially taller than the Bearmach HD replacements.



So, a trip to a local supplier was needed after removing a rear and a front spring to find suitable replacements. These are HD+20mm for the rear and HD+30mm for the fronts.

With the wheels off I also took the opportunity to change to a set of 235/75/16s on black rims - once the weather improves I'll sort the rusty hubs out and spray them black to match.

The next job was to fix the last remaining leak, through the top windows. I thought there was moss growing in the seal that was causing water to creep in and drip down the roof into the back.

However, on getting the windows out it was quite obvious that Land Rover Special Vehicles had made up a window lining from a piece of aluminium and covered it with material. They had then returned the edge of the material under the window seal, so if the seal moves out slightly the material gets wet and over time this wicks until the water gets inside and was the cause of the two puddles.

The window linings are now in the kitchen drying off, probably will take a while, as the material is sodden. The downside being that I managed to crack one of the pieces of glass, so something else to add to the growing list.

At least J140 is ready for the MOT at the end of the month as the brakes now work

Neil

Bahama Beige trim.

I read with interest the article about G515BKV with the Sonar Blue trim items among a Bahama Beige trim.

My 5-door with the Bahama Beige interior was registered in October 1990 and also has the hand brake, gearlever gaiters, ashtrays and door opening lever housings not in beige, but in blue, the same as the pictures of G515BKV.



To my knowledge they were never produced in beige for the 200 series

Does anyone know of another 1990/91 200 with the Beige trim, and has it also got grey/blue items or are they beige?



The picture shows the inside of the rear door card with a date hand written on it.

Dave Dorling.

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G515BKV, a pre pro 5-door, lost to ebay.

I noted the registrations of two pre pro 5-doors, G515BKV and G121EAC, a few years ago when John Capewell copied me a picture of them at the Abingdon 4x4 Festival in 2001. Our scouts have been on the lookout for them since that time.



515 came to life, or death, on 6th January when it was advertised on ebay as parts for sale. Ian gave the owner a call as soon as the sale was spotted but the engine and gearbox had already gone.

515 was listed recently on the DVLA site with a DoL of 06.11, and 121 was listed with a DoL of 06.08.

If 121 is still out there, perhaps our scouts may find it before it is scrapped. G121EAC is obviously sister to another pre pro 5-door, G226EAC, which is owned by the Discovery Owners Club.



It is thought that there were five pre pro 5-doors undergoing evaluation at the time of the development of the body. G121EAC, G226EAC, G515BKV, G513DHP and another one, registration number not known. However, another unusual early one has come to light with the registration number, A428JAC.

Roy.

A428JAC 5-door.

This is a strange one owned by Nick Prior's son. It was registered by Land Rover on 12.10.83 as a Range Rover Vogue.



The VIN shows that it was originally a V8 auto, and information that I have obtained says that it was used by D Groves, the Production Manager at Land Rover's engine plant at Acocks Green in Birmingham.

Nick is going to get copies of the V5C docs from DVLA, and I have asked him to take a door trim off to see if there is a date on there.



The JE badge on the wing gives the impression that it was in J E Engineering's works at some time. I have emailed them to see if they have any records of it but have not yet had a response. Does anyone know the personnel at J E? If so perhaps you could ask them to look into it for us.

Roy.

