



The deer park trip at Mount Edgcombe Estate

G-WAC Notes

From the Project Jay Preservation Group

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



Lunch time at Mount Edgcombe Estate

October 2016

The dates for some of the 2017 shows are set, let's hope there are no duplications.

I hope to have some news from Julian Lamb about 457 for the next Notes. A complete body off, nut and bolt restoration has been undertaken.

To my knowledge, this will be the first nut and bolt restoration, of a G-WAC.

G601BKV

The tidying up is now complete with a high pressure wash underneath. It has shown up a few weak parts, but they will not be too difficult to plate.

The wheels have been painted. They are fitted with a full set of Kuhmo Road Venture AT tyres that I had in stock, not authentic original equipment, but will get her through the MoT.



The cam belt service kit has now arrived from Paddocks, so that will be the next job. With the engine being loose on a stand, I fear that I will have a problem holding the crank to enable me to loosen the front pulley nut. Perhaps a bar bolted to the holes in the flywheel where the clutch cover fits, will do the job.



Headlights again.

I wrote last month about the headlight failure on the 5-door, well how about this for a coincidence. On the way home from Plymouth, the lights failed on 526.

Fortunately not far from home, so I managed to see my way through the villages on the headlight flasher.

Having to take the steering wheel off will give me the opportunity to fit my NOS, (new old stock) wheel which I bought from an auto jumble earlier this year.

Chris Hodson will have some Discovery spares at the Great British Land Rover Show, 27th November at Stoneleigh Park.



If you need parts, give him a call and he will bring them to the show for you.

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Progress with 410

Not a lot to report, but she is still at the welders' where I am asking him to do other bits and pieces when he has time.

He will be fitting new suspension bushes, the genuine ones, so they will be authentic and last a long time.

She will definitely be ready for the 30th Birthday party in 2019 !!

Alan.

(The new rear body crossmember looks good, 526 will be having one fitted this winter. Ed)



Discovery Birthday party, Plymouth 14th -16th October 2016

The party is now a traditional weekend in Devon and Cornwall, and got off to a good start on Friday when a scenic run, together with some gentle greenlaining. With seven Discovery D1s, D2s, a D4 and a couple of Defenders, they split into two groups for the drive.

They headed from Liskeard to North Cornwall, taking in a few interesting lanes and a couple of water splashes. After a short diversion onto the moors at Bowthick for a coffee stop, they continued with stunning views of the north coast to Crackington Haven for a lunch break, then heading south again, for a few more lanes and fords.

The day ended at Kit Hill with beautiful views towards Plymouth. A great day was had by all.

50 Discoverys were assembled on the Hoe on Saturday morning, where a representative from Roger Young Land Rover, Saltash, inspected the various models, and afterwards presented plaques to the winners of various categories. The plaques were made of slate, and were engraved with the details of the award. All models were there, except for the Discovery Sport,

Only two of the 1989 launch cars were on display, Mark's G494WAC and my G526WAC. Two other G reg were there, the pre-pro 5-door, G513DHP and Mike's G892VPM, resplendent with a full set of decals.



From the Hoe, the party followed the route of the 1989 launch through Plymouth to the Torpoint Ferry, where a ferry was booked for the convoy.

Turning to the coast at Antony, the convoy halted for a while at a car park close to the Tregantle Fort, to take in the views over the sea.

The party then headed for the military coast road at Freathy, for the sea view across Whitsand Bay, then past the fort at Cawsand, on the Rame Peninsular, towards the Mount Edgumbe Estate. Entering the estate at the Maker Church, the route took them through the deer park to a grassy area overlooking the coast to Drake's Island, where it was time for sandwiches and a drink.

The evening entertainment was at the Windy Ridge Eating House, near Trerulefoot, where the owners always go above and beyond to help. They made available an excellent carvery for over 150 guests, and a space for the auction and raffle prizes.

Raffle and auction items were donated by Alive Tuning, JGS 4x4, Bushcables, Britcar(UK), First Four, Superwinch, Brookwells, Bearmach, Raptor Engineering. Kevyn of Kernow Business Messaging Service deserves a mention for his help with the proceedings.

The organizing team were very grateful to the suppliers for the raffle and auction prizes, which made the fund-raising efforts a success.

A total of £2,000 was raised for the two chosen charities, Myelomauk, www.myeloma.org.uk and www.heartswell.org.uk, Heartswell,

15 Discoverys set out on the bright Sunday morning to travel to the South Devon Railway at Buckfastleigh. At the launch in 1989, a Discovery pulled a train of carriages into the station.



Families took the train to Totness, which was hauled by a steam tank locomotive.

After the return to Buckfastleigh, they headed over Dartmoor for the final trip of the weekend. Cream teas had been laid on in a large room for the guests at The Two Bridges Hotel. It was then time for a fond farewell for the party goers, who said that they would be back next year.



G462AVT finds a new home.

Big news from my part of the world, I had agreed to buy an H reg 3-door, with an MOT, as a bit of a toy, but on the way to collect her, the bloke rang me and said he'd decided to keep her! We pulled off the motorway and drove into Worcester to find something to eat. In the process, we drove past a house with a G reg Discovery parked in the garden! G462AVT, registered 1/1/1990. A Tdi in blue. We stopped, and I went and asked the chap who owned her what his intentions were. He said he'd been meaning to sell her or do something with her, as he was obviously no longer using her. Apparently, he'd had two offers in the past, of £400 and £600, but both were refused outright, as he didn't like the intentions either of the guys had for her future.

I could buy her for £650, as he trusted that my intentions were honest, and he liked the fact I already had two 3-doors, and that I was in my well used Series seemed to help.

Now £650 is probably a lot of money for an old Discovery with 240,000 miles on the clock, but she's remarkably solid and complete, plus he'd put a load of new parts on over the summer.



Currently sitting on 33x12.5 Mickey Thompson Baja MTZ's, which are only two years old. These tyres with the 10J rims would have cost him considerably more than I gave for her!

She's not the best-looking Discovery in the world, as the front plastic is very faded and the bonnet, wing and driver's door have lost some lacquer. But these are all parts that I have, and in the right colours.

She is a runner, and shouldn't take too much to sort out. When I get her home, I will sell the oversize tyres and lift kit, putting her on standard suspension, 245/75's on standard steels, tidying up and adding some more metal to the rear corners of the boot floor. From there I'd like to get her on the road and replace my Series as a daily driver!

The boot floor is very untidy, but will clean up and be treated to a few coats of paint.



Archie



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Show dates 2016

November

11th- 13th
27th

Classic Motor Show NEC
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