



Robin's G308WAC

G-WAC Notes

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



Graham's G656RYB

November Notes.

I didn't think that I would have much to fill the Notes this month but thanks to new enthusiasts joining the group, there are four pages of news.

The main story is on page three about the saving of a pre pro 5 door. Graham said that he would have bought it anyway but the Project Jay Preservation Group (PJPG) was formed and G513DHP is now safe from the scrap man.

We have seven new names to add to my mailing list this month, Kevin Bond, Michael Brown, Andrew Greenhough, Mike Jensen (USA) and Paul Papper are shareholders in the PJPG. John Boucher has come on the scene with G461WAC and Graham Welch has brought us news of G656RYB. Welcome all.

Unfortunately we have lost contact with the owner of 477 and still don't know who owns 466, 494, 525 and 535.

308 goes to Edinburgh.

Robin has been receiving the Notes for some time now and has finally taken the plunge to buy a G-WAC. Graham was reluctant to part with 308 because he had not yet done all the work to it that he had intended to do.

However, with parking space at a premium at his place, now that the pre pro 5 door has been collected, and Robin wanting to join the G-WAC clan, Graham decided to sell to a good home.

Robin will be sending us some pictures, probably outside Edinburgh Castle, and a few words for the December Notes.

We now have three enthusiasts in Scotland, Sandy from Perthshire with 302, Kevin from Aberdeenshire with a share in the pre pro and Robin with 308.

G656RYB

I have a whole heap of questions about my Discovery, which I will endeavour to find the answers to on the Internet. Knowing other enthusiasts can make the whole process of preservation a whole lot easier!!

I'm not sure how old mine is because it spent its first few years in Germany (belonged to a guy in the forces) and wasn't registered until 1993 here in the UK. Though its been registered as a 1990 on the UK logbook and the chassis number is a GA. I need to find out how to get the code for the radio. It has the original CATS with additional controls either side of the speedometer binnacle, but not sure if it works without having the code available.

It's by no means concours as it's done 150K, but under the grime it's original and straight and still has the handbag in the centre cubby, which I believe is lucky to have survived. One thing that is bugging me is that the trim around the roof windows is all split and buckled, and I bet they all do it, so sourcing these parts might be interesting. It's been laid up since 2002 and it must have been outside as the 2002 tax disc was completely faded.



The inner wings and sills have never been welded but it had a boot floor for its last MOT. I've just changed the heater motor blower, which is an epic job if you've never done one, three hours to strip the dash and split the heater box only to find the motor I got from Paddocks had to be modified to fit. I was surprised that Paddocks weren't aware of this problem and said they were going to speak to the suppliers about it. A further five hours later I had it all back and working with all new lamps in the dash!

There seems to be quite a lot of backlash in the transmission, which most of it seems to be in the axles. The gearbox isn't the best either so I shall probably be rebuilding the transmission as time permits but for now I will mainly be just servicing, cleaning and re-commissioning it.

My other car interests are MK1 VW Golfs, and last week had my car on show at the classic car show at the NEC - a concours 1983 GTI in black.

I served my apprenticeship (24 years ago) restoring vintage Rolls Royce Silver Ghosts and like to keep an interest in those as well, but they're a bit out of my price range!

Graham Welch

Cam belt trouble with my "workhorse"

Here are some pictures taken of my Disco' 200 Tdi, AMX907, with the timing cover removed. It was on the ramp with Maggie inside it wiggling the steering wheel, whilst Paul Atkinson was underneath it having a look at the steering joints, when he noticed that the small drain hole on the bottom of the timing cover was blocked. Poking the obstruction produced strange powdery rubbery particles, and when shining a light inside he could just make out the crankshaft pulley with teeth showing where there should be cambelt !!!!



When the cover was taken off we could see that for some strange reason (and as yet we have no idea why) the belt had moved forwards and run on top of the only pulley with a rim on it. The belt had then been running against the front cover making it look like a racetrack. All the dirt and blackness in the pictures are particles of the belt, so it wouldn't have lasted for very long. Aren't I lucky that I've got a mechanic who notices small things, it'd have been valves hitting pistons very soon if he hadn't seen it!



There is still plenty to do on it including fitting a new steering box and Paul is away Friday, Saturday & Sunday so I'm not expecting to see it back here for a while.

In the meantime Shep, has some play in the water pump bearings. It had lost some coolant and there's evidence of coolant sprayed onto the pulleys, so I've bought a water pump for it in case it gets worse before Paul has finished the Tdi.

In the Land Rover specialist parts department I was offered a cheapy water pump for £33+VAT or a Quinton Hazel one for £77.38+VAT. I didn't even ask to see the cheap one merely remarking, "I'll have the QH one please. Knowing my luck the cheap one will have been made in China and have a bearing made from cheese and a seal made from bread! :-)

Nic

Another find from Plymouth 89'

Whilst trawling ebay one evening I came across another Plymouth Launch item. This time a Stuart crystal vase engraved with the Discovery Launch and a picture of a 3 door Discovery on the front.



I have been collecting launch items for the past six years and have built up a small collection of interesting items – as well as G-WAC cars!

The bidding ended with quite a bit of a battle between three people but I just managed to sneak the winning bid in seconds before the item ended, and for the bargain price of £22.50 I have now added this to my collection.

The seller emailed me and said the vase was given to motoring journalist Roger Bell who used to write for CAR Magazine between the late 60's and the early 90's. He acquired it after helping Roger to move house to downsize, and at the time he deemed the item as too much for the new house.

Other items I have so far include;

- Land Rover dealer launch video / training manual / handbook set.
- Plymouth oil painting with a G-WAC driving off the Hoe.
- Road atlas dedicated to the launch.
- Launch DVD.
- Launch photographs.

I have several other bits and pieces from Plymouth and the factory family open day in 1989 when the Discovery was launched.

One item I missed out on was a pack from the hotel, which detailed the events of the day, the evening meal, and other items sold about two years ago. Perhaps one day my collection can go on display somewhere — when the Discovery finally becomes a serious part of Britain's motoring history!

Graham.

G513 DHP saved from the scrap yard.

Following Ian's front page rant last month about the G registered 5 door, which was on ebay for the asking price of £2000, a few interested parties posted on the Discovery Owners Club forum that it would be a shame to let it go to the scrap yard.

I called the seller and managed to get the price down to £900 on his understanding that it was to be a cash transaction and to be collected ASAP. The responses from the enthusiasts on the DOC forum were truly remarkable and in no time we had the Project Jay Preservation Group formed and £1500 in a kitty.

So on Saturday 5th November, Michael and I collected the car and took it to my place in Nottingham, as Michael said, an uneventful trip.

The car did not run - the seller assured us it did run but I can't see how. The most unusual thing is that it appears to have a current MOT until August 2012 and it flew through the last test with no advisory items! Hence the reason why it showed up on the DVLA website as taxed until last month. I am guessing this is something to do with wanting it back on its original G plate and keeping the cherished plate that was on it, as it certainly never attended any MOT test station in August.

The car is in need of restoration. It's in a sorry state. Having a quick look over it the following was obvious;

Both inner wings corroded to excess

Both sills corroded to excess inner and outer

Both headlights need replacing

There is no foot brake pedal effort

Inside trim is removed from the rear door

The front passenger door wont open

Paint wise it's shabby. The lacquer is peeling on the drivers' side; there is corrosion on the doors and the rear tailgate.

It will certainly be a long journey! and as for attending shows with it next year? Unlikely unless I book the trailer now! However the engine now runs and sounds good.



We have a couple of options really,

(1). Preserve as is - dirt and all. Just keep it dry, warm and avoid any further deterioration of the car. We can take to shows on a trailer and show just how we found it. This will keep the cost to a minimum and get some interest in the car. Imagine it parked next to EAC all gleaming and this how it is, that would draw some interest and in the world of classics some people prefer the "how it stands" look.

At the end of next season we can start the repairs needed - this will mean its not going to do a lot for the following year but at least people will know it's about and what we are doing. This option will also allow us time to gather together the parts needed, hopefully we can get someone to donate the panels - perhaps YRM in return for a plug when it's done? and allow for more funds to be raised as we go along.

(2). We can start the long job of a rebuild now and see how it goes. Once we start stripping it, then it will remain where it is until finished. I would estimate a few months work depending on help etc to get it legal at least. Body wise we would need to decide on the final finish. If we start repainting bits then it's going to be a total respray, which will run into £1000 plus easily.

The good thing is that it's now saved from the crusher, which is where it was going if it didn't sell. The last owner has had it since 1992 and it seems it has been standing in an orchard since about 2006. The address on the V5 is where we collected it from and there were about 15 other classic cars in the orchard as well.

Graham.

Current known owners of launch cars. @ November 2011.

G457WAC	Mark Wheatley.
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G461WAC	John Boucher
G469WAC & G524WAC	Lee Barnett.
G470WAC	Frank Elson.
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.

G466WAC, G477WAC, G494WAC, G525WAC and G535WAC.

Other G-WACs, pre-production and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker.
G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known.
G405WAC	Owner not known.
G406WAC	Andy Baker
G410WAC & G234CBG	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.
G442AJM	Scott Seacombe
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892VPM	M E Hall
G944UTT	Keith Taylor.
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC	Neil Witt
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Reg not yet known	Roberto Blanchard (USA)

