



David's G480WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



DOCs pre-pro 5-door.

November 2012

I flooded my Rover 75 in deep water last month, fortunately no damage, just needed to take the spark plugs out, empty the cylinders and intercooler, replace the air filter, and all was OK, but with the local roads flooded again last week I decided that it was time to take the Discovery out of the garage and get it wet.

Following my recent purchase of G478 WAC from Gary Timmins, a cursory glance at it reveals that the panel work is in excellent condition, very pleased with the door edges, no corrosion between the steel frame and the door skins. The usual tin work at the sills and body mounts will need some attention and the callipers need replacing. Not had the engine running yet, but more of that next month.



Launch cars on the DVLA site.

A recent check of the current situation does not show much change over the last year, with **five** cars currently licensed, 466 is one of them but we do not know who owns it.

The records show that **56** cars are unlicensed, 37 were not re-licensed in 1990, some de-licensed as early as 31.01.90. One car was de-licensed at the end of October 1989, presumably that was the one that was involved in an accident during the launch. I therefore assume that the 37 did not come out of the factory after the launch.

11 cars are recorded as Not Found. I have no idea why; perhaps they have been exported or registered with a personalised plate at some time.

14 are on a SORN. The Statutory Off Road Notification did not come into force until 31.01.98 and the regulations say "*A Statutory Off Road Notification (SORN) must be made for a registered vehicle that is not being used on the road, and which has been taxed since 31 January 1998*".

It may be that some owners are liable for a fine because nine of the cars have been licensed since 31.01.98, and now listed as Unlicensed, but not declared as SORN.

If you buy a car that is declared SORN by its previous owner, the SORN does not pass to you. Once you have received the V5C (log book) in your name from the DVLA, you can make a SORN online at <https://www.taxdisc.direct.gov.uk/EvlPortalApp/app/home/intro?skin=directgov>.

Development of Project Jay in the 1980s.

I met Julian Lamb (cvregister) again recently and he introduced me to two very good friends of his, George Thomson and Stuart Spencer, both are now retired, who were part of the design teams at Land Rover and Jaguar back in the 80s,

George was the Design Studio Manager for Land Rover. He was responsible for the visual design of both Discovery and the 2nd generation Range Rover 38a

Stuart is an artist and was Design Studio Manager at Jaguar. Some of Stuart's paintings can be seen on his website at www.spencertrauts.com.

A number of photographs of early designs for the Discovery have now changed hands. They will be kept by the PJPG and duplicates sent to the archivist at the Discovery Owners Club.



Margaret sat in 526, me, George, Julian and Stuart.

Roy.

J140 OAC 116 inch WB ambulance.

Work is progressing slowly and all the interior is back in and the damage to the passenger side paint has been sorted. The replacement heater works a dream, handy, as this was the reason for taking the whole interior out.

The next thing is to replace the springs and shocks, this means moving J140 to get on to concrete. No problem, just had to connect the battery, reverse and move J140 over a few feet.

Then I realised the hand brake was still disconnected as I'd had to get a new split pin holding the cable to the lever. Armed with a new split pin I go to fit the handbrake cable..... and it won't locate. The cable from the button to the ratchet mechanism is physically in the way so I can't get the metal toggle through the hole in the lever as the cable is in the way.

After a while it dawned on me that when I'd had the centre console out I'd raised the disconnected handbrake lever to a vertical position to gain better access. Obviously when this happened the ratchet mechanism flipped over - hence it's now in the way.

No problem, all I had to do was get the lever in a vertical position and flip the ratchet back into place.



All it took was: -

- disconnecting loads of ancillary electrics for the sirens and lights.
- removal of the centre console.
- flip the lever and put the ratchet back into the right position.
- refit centre console.
- reconnect hand brake.

So... nearly two hours to sort a five-minute job (though a fair bit of this time was spent swearing and drinking tea until realising what I'd done with the lever).

J140 starts straight away, and at this point I realise the brakes are very spongy. Obviously my attempt at bleeding them was unsuccessful. At least as I'll have the wheels off to do the shocks and springs I can add the brakes to the growing list.

Neil.

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[Home of the Project Jay Preservation Group](#)

More articles on Graham's website, have a look at it.

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www.g-wacdiscoverys.net

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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.

NORTHMEAD 4x4

He also has another website to advertise Classic Rallies and shows.

www.northmead4x4.co.uk/gwac_discoverys.htm

www.classicrallies.co.uk/index.htm

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