

# G-WAC Notes

From the  
Project Jay Preservation Group

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



James's G534WAC



Project Jay's Pre Pro 5-door.

## November 2014

With the bad weather now upon us, I need to think about some heat in the workshop space at the back of the garage.

I have an industrial size calor gas heater, but with a petrol engined Disco in the garage I am not sure that it would be a good idea, perhaps an electric fan heater may be the answer.

I much prefer to work outside, but I have plenty of indoor work that I can be spending time on. Some steel wheels to derust and paint. A pair of side steps to repair. And of course 478 to start on.

## The journey to Plymouth with the pre pro G513DHP.

I was a bit apprehensive about the 350-mile trip to the Birthday Weekend organised by the Discovery Owners Club over the weekend of 10th-12th October.

G513DHP is jointly owned by six members of the Project Jay Preservation Group and had not been on a trip of any distance for five years. How reliable would she be, was the water pump or the alternator still in good order? But I need not have worried as the journey was without incident.

I had considered taking her down to Plymouth on a trailer behind G526WAC, but our son Stephen said that he would like to drive 526 down. James had decided to take G534WAC on a trailer behind his D2. A friend would be doing the driving, while he and Holly, and baby William, would enjoy the trip as passengers.

The organiser of the event, Lee Hayward of the Devon and Cornwall Section of the Discovery Owners Club, had organised a photo shoot at the Plymouth Bus Depot for 4.00 pm on the Friday. The depot was used by Land Rover during the launch, for overnight parking and servicing the 86 G-WACs.

With a long journey to make and a deadline of 4.00 pm for the shoot, we decided to start out at 5.00 am and travel down as a convoy. There is safety in numbers.

James and family live about 15 miles north of our village, so we sat on the bridge crossing the A1M at Boroughbridge to wait for them to pass under, we could then drop down the slip road and catch them up in a few miles.

With a breakfast stop and a few comfort stops, we arrived at the Plymouth Bus Depot about 3.00 pm and waited for Lee and the others to arrive.



James had gone to Roger Young's, the Land Rover dealer in Saltash, to unload 534 and leave the trailer with them for safekeeping.

After the shoot, Margaret and I made our way to our Travelodge, and Stephen went to the ferry to make his way to Mount Edgcombe to camp for the night. When it was time to board the ferry, 526 decided that she had had enough for the day and would not start. The engine was spinning over ok, but it appeared that the fuel solenoid was not opening. The AA man had the same opinion, but decided that he could not help, and asked if he should arrange a lift back to Yorkshire!!

The answer was no, because we knew of about 100 Discovery owners in the area that would be able to help. As a final gesture, the AA man gave the solenoid a tap with a hammer and the engine fired up.

As it was now getting late, Stephen decided not to risk it to Mount Edgcombe, and fortunately there was a spare room at the Travelodge for him. A search on the internet for a new solenoid showed one in stock at a location in Plymouth, so it was purchased the next day and would be fitted sometime over the weekend.

The following two days were spent with the club and the long journey home was completed without fuss. 850 miles were covered in the three days and as the odometer is now reading 176,300 miles, I think that the V8i is well and truly run in.

Roy

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## 2.0 Mpi

In the September Notes I reported that for some time I had been looking for an Mpi to restore, then three came up for sale. Richard from Huddersfield had bought one, Chris Hodson has one for sale, and I was due to go to see a 1993 5-door, described as rust free, in Teesside.

We all know that a 1993 Discovery is not going to be rust free, but this one had spent some time in Spain, and has suffered only surface rust, so I bought it. The vendor put it through the MoT test and the only advisory was for the front tyres that are nearly at their legal limit.

I would describe the car as a '200', with the black headlamp surrounds, rather than Richard's, which is a '300' with the larger headlights. I like the look of the early headlight treatment; they also match my two G-WACs, and 'Blackie' my 1993 Tdi winter wheels. Chris's Mpi is also an early one; there is a very informative article about it by Alisdair Cusick in the January issue of LRM.



Chris's Mpi

Picture by Alisdair Cusick

**2 & 4 Door Classic  
Range Rovers, all parts,  
body shells and doors.**

**Located in the Midlands,  
5 minutes from  
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My Mpi



Richard's Mpi

A few days after my purchase, she was insured and taxed, and James took me to Teesside in his D2 to collect her. We took a towrope with us in case of any problems, but we need not have worried as she drove home at 65-70 without a murmur.

She is quite untidy with a worn drivers' seat cover. I have a good one in stock, and some upholstery cleaner for the rest of the seats. The alternator drive belt was squealing rather badly when the engine was started, so the vendor sprayed it with WD40 to 'cure' it.

My first job when I got her home was to investigate the squeal. The belt is a flat type with five grooves and has an idler pulley and a tensioner pulley. The belt is very easy to remove, no fiddling about with adjustments to the alternator.

With the belt removed I checked the pulleys for wear. They felt fine, and when spun by hand they ran very smoothly. The belt was very badly soaked with oil and the grooves in the pulleys were full of rubber and oil. With a good clean up of the pulleys, and a new belt, the squealing has stopped.

Alisdair has advised me to have the cam belt changed, and I will give her a full oil service before I undertake any long trips.



### 457 flying high.

I restored my pre-production press launch 200Tdi Range Rover (K58YKV) on the drive in 2009, but didn't want to do this again.

We have a large rear garden but the only access is just four feet wide - so the answer was a 30-ton crane to lift her over the roof.

I was at work when she was lifted, but my wife, Georgie, acted as both photographer and banksman!



The picture shows the bodyshell section I have bought from Chris Hodson. The shell came from the South of France and has some rust, but much less than a U.K. car.

The main parts that are rust free, and which I need for 457, are the rear cross member and sections of the rear inner wings; I also have the roof, which is perfect (albeit a little dented from its journey on Chris' trailer!)

I bought most of the shell to scavenge parts from, but only the barest minimum will be replaced so that it will be the original '457' and not a replica. Most of the Range Rover (velar) press cars were rebodied as short cuts to restoration in the 80s and 90s, and I don't want this for a 25-year-old Discovery.

I estimate that about 70% of her original ex-factory red paint will survive, along with almost all of her outer alloy panels, which have responded very well to careful conservation. So she will retain much of her original ex-works paintwork.

The entire interior has really responded well to cleaning and localised repairs, and is now restored and bubble wrapped in the loft ready for the refit

Welding will start in the spring and hopefully she will be on the road again by the autumn.

Julian

## Current known owners of launch cars. @ November 2014

G457WAC	Julian Lamb
G459WAC.	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G534WAC	James Brackenbury

**There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.**

### Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G87 WAC (LR90)	Chris Simms	G405WAC	Harry Harrison
G226EAC	Project Jay Preservation Group	G406WAC	Keith Britton
G513DHP	Project Jay Preservation Group	G410WAC	Alan Young
G279WAC	Neal	G563WAC	David Spirrett
G302WAC	Sandy Andrews	G601WAC	Chris Lowe
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC (LR90)	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox	G635WAC	Alec Gatherer

### Other early cars

A428JAC	Roy Preston	G767NRH	David Ashburner
G28 RMW	Glyn Jones	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Craig Pusey	G942UTT	Keith Taylor
G101GEL	Robert Hoskins	G987LKU	Andy Greer
G229TDV	Wesley Beynon	H776POJ	Duncan Campbell
G234CBG	Dan Hunter	H871EWK	Mark Hardwick
G374UYR	Jack Straw	J140OAC Ambulance	Neil Witt
G442AJM	Scott Seacombe	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G656RYB	Graham Welch	LA DC 502	Dr. Diether Hofmann (Germany)
G757SGX	Paul Bishop	G—YBE	Ashley Culling

### G-WAC Notes on websites

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

More articles on Graham's website, [www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net)  
[grahambethell@virginmedia.com](mailto:grahambethell@virginmedia.com)

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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.

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

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

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