



James's G534WAC.

G-WAC Notes

From the
Project Jay Preservation Group

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



Keith's G406WAC

A Merry Christmas and a Happy New Year to all

December 2013

Well that's it for 2013; roll on 2014, 25 years of Discovery and lots to do before the Discovery Birthday Party in October 2014.

Lee, and the Devon and Cornwall Section of the Discovery Owners Club, has had a good turnout on Plymouth Hoe for the past four years, I'm sure that the 25th Birthday Party will be a big show to remember

We now have a contact who can import rust/corrosion free panels from abroad. He is importing rust free shells for Range Rovers and now feels that it is time to start with Discovery parts. More information next month.

G526WAC at the launch

There are many pictures of the cars lined up at the Hoe and Mount Edgecumb Estate during the launch in 1989, and I have numerous pictures of 526 taken over the years that I have owned her but, until recently, didn't have a picture of her actually at the launch.



I now have one sent to me by one of our Notes readers, taken on the off road course set by the launch organiser.

Roy.

G635WAC still earning its keep.

It has taken us (almost) to the Isles of Scilly, pulled a trailerful of Riley Roadster to a couple of classic car shows, and delivered many loads of Riley spares to keep our even older motor heritage on the roads.

A friend had given me a pair of new front shock absorbers, which I had fitted a few years ago. A strange knock from the front off side made me think that the bushes in the radius arm needed changing, confirmed by a judicious amount of play when tested with a pry bar, so I purchased a set and took the radius arm off.



Nothing wrong with them. But whilst jiggling the arm out of position, I noticed that the top (shrouded) part of the shock absorber that should have been rigidly fixed to the conical housing, was going up and down.

Further investigation revealed that the top flat circular face of the cone, that accepts the top shock absorber anchorage, had turned itself into a flat washer, having torn itself away from the cone. It was rapping against where it should have been welded, hence the noise.

Further investigation revealed that the free shock absorber (a LR original item) was as stiff as a plank! With two new gas shockers fitted, a second-hand cone, and it was back to peace and quiet, with an improvement in handling to boot. How pleasing that the Disco is like a giant Meccano kit!

The removed shocker was indeed seized solid - anyone else had this?

Alec.

A suggestion for James's fuel pump problem

I used to own G489 WAC, and the pump packed up while I had it. It was the electrical connection on the top that had corroded off level with the top of the plastic moulding. I just drilled a tiny hole into the plastic about 5-6mm deep in alongside the buried bit of the connector, so that a small self-tapper screwed in would make good contact with the remaining stump.



This would then hold a small ring connector fitted in place of the former push on connector on the offending wire - saved me over £250 and was still like that several years later when I sold it to David, and I expect that it still is like that in his barn

If James can't fix the problem, I would be tempted to fit an external pump in the line; it should still drag enough fuel out of the tank. Lets face it, my old Velar only has a mechanical pump on the side of the engine block and that sucks all the way from the tank to the two carbs. The later carb RRs had an electric pump on the chassis rail, but it was still a suck from the tank.

So there should be options to keep things mobile with a few pounds and bit a plumbing - leave the old pump in situ and just suck through it?

It was interesting to do a reality check when I saw that enthusiasts are getting ready for the 25th anniversary next year, is it really that long as the Discovery Owners Club was born from the 10th anniversary event in 1999?

My Velar was restored for the 25th anniversary of the RR in 1995. I had bought it the year before, in need of a full restoration, for a very small fraction of its current insurance valuation (which is not on the same planet, let alone in the same parish as one of the NXC press cars that is currently under restoration and offered for £100k!).

So the G-WAC launch cars are rarer than Velars, and what is a £1000 shed today could be worth 20 or 30 times that or more in 15 years - if you can wait!

John Capewell

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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
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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
www.classicrallies.co.uk/index.htm

Northmead Online
www.northmead.co.uk



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