



Lee's G524WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



David's G486WAC.

March 2013

The snow has all but gone up here in North Yorkshire, and the sun is shining. I am pleased that I bought the temporary garage/tent because I have just about stopped the ingress of water in 526, but it is bound to find a new way to wet the carpets if I leave it out in the rain and snow. 465 and 478 are tucked away in the garage.



I am looking forward to getting out and about again to a show or two; the first one is the Ripon Spring Classic Car and Autojumble at the Ripon Racecourse on 5th May. It's not a 4x4 day but I will enter 526 in the 1980s section. I hope that James will join me and bring along 534

The first Land Rover Show, the LRO Spring Adventure, has now been moved from Driffield, and will be nearer home at Harrogate on 18th-19th May. I hope to show 526 on the Discovery Owners Club stand.

J140 OAC

I now have a new MOT certificate. The only work needed to get it through the test was a length of brake pipe and a replacement rear suspension bush.

The advisories were slight pitting on the rear brake discs (handy, there's a new set in my workshop), and slight corrosion on the steering damper - this was always on the list to replace this year.



So very happy that J140 has an MOT, just need the weather to improve as the windscreen has decided to leak again, probably going to have to bite the bullet and cough up for a replacement windscreen seal.

One other issue that's raised its head is that the electric windows now fail to work, probably due to me taking out the interior, including the centre console, to fit the new heater, so need to investigate. The really annoying issue at the moment is the courtesy light keeps on coming on. I have a feeling that this is due to a short caused by moisture wicking from the water ingress via the windscreen.

So, some minor electrical gremlins to fix and a windscreen to sort while waiting for better weather to do some work on the bodywork and paint

Neil

G410 WAC for sale on ebay.

Once owned by Robin Jeffery, it was on ebay for a few weeks. Last listed at £1000.00. Not a launch car but nevertheless worth saving. A V8 in Marseilles blue.

See <http://www.ebay.co.uk/itm/281083155710>

If interested you could try calling the vendor, Simon, on 07855 743360.

Your Land Rover history.

So many people get in touch and ask me "how can I find out more about my Land Rover?" The answer is by contacting the DVLA, Land Rover or the Heritage Motor Centre. Firstly you will need to be the registered keeper to obtain information from both the DVLA and Land Rover. How do you go about this?

DVLA

You can, for a fee of £5.00, obtain the keeper history of your vehicle. You will need to download and complete the form V888 and send it with the correct fee to;

Vehicles Fee Paying Enquiry Section, DVLA, Swansea. SA99 1AJ

It takes around 21 days to get the information back from the DVLA, and you should receive copies of all the previous V5s or Log Books, and other documents stored on the DVLA database.

LAND ROVER

Land Rover has a Traceability Department. For a fee of £15.00 (20 euros) you can request the details they hold on your vehicle. This will include its build date, any options, original colour and where and when the vehicle was despatched to from the factory. Cheques should be made payable to "The Land Rover Club Ltd" and should be sent, along with a copy of the V5, Log Book or MOT to;

Mr E Pagan Project Engineer, Land Rover Traceability, Land Rover, Block 19, Lode Lane, Solihull, West Midlands B29 8NW.

Again allow three weeks or so for a reply.

HERITAGE MOTOR CENTRE

The Heritage Motor Centre based at Gaydon Warwickshire has access to most of the factory build records. They can offer a number of letters and certificates at various prices direct from their website through their Archive Services department.

VIN NUMBERS

Land Rover Discoverys have their VIN number located in three places. The VIN will be visible in the front left hand lower windscreen and is also stamped on the front right hand side chassis forward of the axle viewed from inside the wheel arch area.

There will also be a tag fixed to the front slam panel top under the bonnet that will also show several other codes including paint. In 1980 the chassis numbering scheme was revamped with a worldwide scheme (except USA) making all vehicle chassis numbers 13 digits and known as the Vehicle Identification Number or VIN for short. All Discoverys will follow the same VIN numbering system. Details of the variants are on the next page.

The plate below is on my launch Series 2 Discovery.

Graham.



1	GEOGRAPHIC REGION	S	EUROPE
2	COUNTRY	A	UNITED KINGDOM
3	MANUFACTURER	L	LAND ROVER
4, 5	MODEL	LJ	DISCOVERY I
	OR	LT	DISCOVERY II
6	WHEELBASE	G	100"
7	BODY TYPE	A	3 OR 5 DOOR
	OR	B	3 DOOR
	OR	M	5 DOOR
8	ENGINE	E	3.5 V8 CARB HIGH COMPRESSION
	OR	F	200 / 300 Tdi 4 CYL DIESEL NO EGR / CAT
	OR	L	3.5 V8 PETROL
	OR	M	3.9 & 4.0 V8 EFI PETROL
	OR	V	3.5 V8 PETROL CARBURETTOR LOW COMPRESSION
	OR	Y	2.0L T16 PETROL 4 CYL MPI
	OR	1	4.0L V8 EFI LOW COMPRESSION WITH CAT
	OR	2	4.0L V8 EFI HIGH COMPRESSION WITH CAT
	OR	3	4.2 V8i PETROL
	OR	6	2.5 4 CYL TURBO DIESEL 200 / 300 Tdi EGR / CAT
	OR	8	TD5 DIESEL EGR
	OR	9	TD5 DIESEL EGR WITHOUT CAT
9	STEERING & TRANSMISSION	3	RHD ZF 4 SPEED AUTOMATIC
	OR	4	LHD ZF 4 SPEED AUTOMATIC
	OR	7	RHD MANUAL 5 SPEED LT77 / LT77S / R380
	OR	8	LHD MANUAL 5 SPEED LT77 / LT77S / R380
10	MODEL YEAR	F	1989
	OR	G	1990
	OR	H	1991
	OR	J	1992
	OR	K	1993
	OR	L	1994
	OR	M	1995
	OR	T	1996
	OR	V	1997
	OR	W	1998
	OR	X	1999
	OR	Y	2000
	OR	1	2001
	OR	2	2002
	OR	3	2003
	OR	4	2004
	OR	5	2005
11	ASSEMBLY LOCATION	A	SOLIHULL
12-17	SERIAL NUMBER		8 DIGITS

