



Kevin's G610WAC.

G-WAC Notes

From the
Project Jay Preservation Group

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



Julian's G457WAC

March 2014

Progress with the two restoration projects seems to be going very slowly just now, but I suppose it is similar to house renovation, the place looks like a building site until a few days before it all comes together.

An MoT pass will be the turning point, then the rest will be just cosmetic. Mind you, fixing those silly little springs in door locks can be very frustrating and time consuming.

I am looking forward to putting 526 back on the road again on 1st May; the first show being a Mark Woodward Classic Show at the Ripon Racecourse.

Welcome to a new PJPJG sponsor

Janet Smart

Janet, and her late husband, Alan, used to own G226EAC (E-ACK), our LHD pre pro 5-door, so there will be fond memories of her time with the car.

E-ACK will be at the Eastnor Land Rover Show on 24th-25th May, at Eastnor Castle, so perhaps Janet will take the opportunity to acquaint herself with the car in the arena.



Fixing the misfire on 534

Following my plea for some help in the November 2013 issue of the Notes, I have realised that the joys of ownership throw up the odd pothole, as I have recently discovered.

Since last summer I have been trying to solve a little issue with the misfire. In October of last year the cause finally presented itself after Holly (bless her) was out with our four -month old, when 534 cut out and refused to start again. At the time we thought she had run out of fuel as the gauge didn't read correctly and it became a game of guess the amount of fuel (hard work between the two of us).

Holly managed to call recovery and got it taken home. I turned up with a jerry can of fuel after work, expecting the V8 to roar into life. Sadly it didn't. It quickly became clear that the fuel pump had failed, and on removal it was clear that it was never going to work again

No bother I thought. I'll order a new one tomorrow. Famous last words, it would appear. Not one PRC7128 fuel pump was available, and after a few false hopes when I thought I had found one, nothing came up. So after chatting to a good supplier of my acquaintance, we came up with a solution that I think might be useful for us V8 owners.

It required the purchase of two different pumps, one from an EFI Disco (PRC7129P) and one from a Carb V8 90/110 pump (PRC9409P). Remove the physical pump from the 90/110 unit and swap if for the EFI pump (EFi would be at a high pressure and risk blowing the seals out of the carbs), thus making the correct unit that would work.

However, when it came to fitting, the EFi housing didn't come with any connectors to attach to the fuel lines. So it turned out that ones fitted to old Range Rover V8s are required.

So a week later, all was fitted and the turn of the key confirmed that it had worked a treat. 534 fired back into life and drives better then ever.

The added bonus is that now even the fuel gauge works properly again. yay!!

James.

New exhaust system for G513DHP

A new exhaust system has been fitted, not an O E Land Rover part, but a good quality after market part.



With the engine being a V8i, it has the twin down pipes from each exhaust manifold, which are then siamesed into the centre silencer, terminating in the rear silencer with the twin curved down tailpipes, similar to the system that was removed.

My carb V8 has straight pipes from the rear silencer, so I am not sure when the change from straight to curved down took place.

Roy.

Low mileage D1 for sale

My father, who is now a retired doctor, has decided at the age of 80 to sell his Land Rover Discovery. It is a 200Tdi in Windjammer blue and has never been off road or towed anything, other than a horse trailer once or twice.

In contrast to the one I had, G67 RYJ, this is in fantastic condition. It is a 1990 G-reg vehicle, and has full service history, one owner from new and has just 51k on the clock

It has always been garaged and maintained regardless of cost. He sold his previous vehicle, a 1972 RR, to fund the purchase of the Discovery in 1990. It was bought new, one year after the release, with the intention of all the early production bugs having been fixed. Hence it has never had the early gearbox problems or excessive lifting of the trim below the windows behind the front seats.

Hopefully the pictures do it justice, Originals are available on request. We are keen that it goes to a collector and not someone who wants to chop it up and off road it.



It has only ever been used for summer holidays over the past 24 years, is in fantastic condition for its age, and in my opinion, the last best early Land Rover Discovery in private hands, which will soon become as valuable as the 1972 RR it replaced.

A new battery has been fitted. The ear piercing alarm is controlled by the key fob. The paint has not faded and the graphics are complete, all the window rubbers are as new and the sunroof does not leak.

It is currently on a private plate, which will have to be changed to a G-reg from DVLA, as the current plate is going on his new vehicle.

Ballpark price is £4500+

Peter. kentlandroverclub@gmail.com 07772 987291

Current known owners of launch cars. @ March 2014

G457WAC	Julian Lamb
G459WAC.	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC, G478WAC & G526WAC	Roy Preston
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Clive Richfield
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Nick Prior
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 known launch cars on DVLA site

G466WAC, G477WAC, and G525WAC

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G316WAC	David Cox
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G87 WAC (LR90)	Chris Simms	G405WAC	Harry Harrison
G97 WAC (LR90)	Ted Billington	G406WAC	Keith Britton
G226EAC	Project Jay Preservation Group	G410WAC	Alan Young
G513DHP	Project Jay Preservation Group	G563WAC	David Spirrett
G279WAC	Neal	G601WAC	Chris Lowe
G302WAC	Sandy Andrews	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Jamie Menzies
G311WAC	Ivor Ramsden	G618WAC	Steve Ducker
G312WAC	Simon Purcell	G635WAC	Alec Gatherer
G314WAC	Owner not known		

Other early cars

A428JAC	Joel Prior	G757SGX	Paul Bishop
G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Alan Mitchell	G892VPM	Mike E Hall
G101GEL	Keith Britton	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G987LKU	Andy Greer
G234CBG	Dan Hunter	H776POJ	Duncan Campbell
G374UYR	Jack Straw	H871EWK	Mark Hardwick
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G466KUH	Tom Partridge	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	AZ-829-TJ	Raymond Bechetoille (France)
G711YRY	Peter Hares	LA DC 502	Dr. Diether Hofmann (Germany)

PETER JAMES INSURANCE.

772, Hagley Road West, Oldbury,
West Midlands. B68 0PJ.
Telephone: 0121 506 6040.
www.peterjamesinsurance.co.uk

