



Alec's G635WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Ian's G463WAC

April 2012

With the 1,000,000th Discovery out on the road now, perhaps it is time to let the press know about the first 100 or so that are still on the road, and in the care of many Discovery enthusiasts.

We do get a few column inches in the Land Rover press from time to time, for which we are grateful, but perhaps the push should be in the Classic Car press.

I know little about PR, but I attended a lecture at ClubExpo given by Dave Richard, of Classic Car Weekly, which I found very interesting, and have learnt a lot.

John Capewell has offered to give me a few pointers, so perhaps whilst I am sitting in my Discovery at a show, I will get my thinking cap on.

At only twenty-three years old, our G-WACs can't be regarded as Classics, but they are a bit special, or Historic.

How many launch/press Rileys or Wolseleys are there about now? Perhaps Alec and David can answer that one.

Roy.

The French Collection.

As reported before, Keith Daffern's Discovery was first registered by Land Rover as G531DHP, before it was exported to France. (See December 2011 Notes)

Keith and Brigitte (K&B) have now met Keith Rouse and Carroll (K&C) for a chat about, what else, Discoverys.

K&B live in Beaumont, near Bergerac, and K&C live in Castilliones.



They are keen to have a visit from anyone who is travelling down the west coast of France.

Bill Franks and Maggie, of the DOC, are to visit them soon and I hope to have a report of their meeting for a future issue of the Notes.

Roy.



G757SGX

My Discovery was first registered on 7th February 1990, I am the fourth owner, and the previous owner had it most of its life. It has covered 83,000 miles and is converted to LPG.

It came into my possession because, due to various small mechanical problems, the elderly last owner didn't want it any more.

The engine hadn't run on petrol for some years so the pump had seized up, but with a little TLC all was well.

I am a garage owner so it makes life for the Discovery much easier. It is in good condition, has had very little welding done to it so far and does not need a boot floor etc as all are original. I think that the fitting of the aftermarket sunroofs that leak does much to cause the internal corrosion.

I replaced both headlights, but the light was still very poor, hence the bonnet light pod. The pod was white so I quickly put the car into the paintshop and sprayed it a matching white strip down the middle. Some people like it, some don't.



The wheels have been replaced and fitted with new A/T tyres. Four sensible shock absorbers have been fitted. I use the car to take my Great Dane for a walk now and again.

You can see the 21st sticker, from the Plymouth Hoe meeting, on the window

Paul Bishop. Tavistock.

Ambulances

I was involved with the design of these vehicles from the start and had many trips to Land Rover at Solihull. Northumbria Ambulance Service purchased six of them J462HVK -- J467HVK.

J463HVK, which William Wallace owns, was based at Berwick-upon-Tweed. The rest were at outlying rural stations in the North of Northumberland.

Alnwick, where I was based before retiring, had J462HVK. The ambulances were cut in half at Land Rover and 16 inches was put in to them to allow for a stretcher to be carried. One of them got written off and a mechanic in ambulance workshops bought it and repaired it. I am not sure but I only know of two being left, 463, and one other in Scotland being used by a paramedic group.



When they were first planned, my colleague, Ronnie Blacklock, and myself put forward three plans of layout for the Discoverys and recommended that they did not use the third plan, because it was going to be awkward to use, as the patient could not sit up in the back and it was awkward for patients with breathing difficulties.

However they decided to go for this design, as it was cheaper. In some cases the attendant had to lie on the stretcher, and the patient sat in the front on oxygen

They were eventually taken out of service and used for race meetings and sports events.

The pictures show the handover at Alnwick Castle and some recovery training.

Ronnie Black

1991 D1 Overfinch for sale.

This 1991 5-door Discovery 1 with Overfinch conversion is for sale at £24,750

The sales information says:-

"The Overfinch Conversion was carried out in 1993 and included the following upgrades:-

GM 5.7 litre V8 engine. Supplied new into Northern Ireland by Charles Hurst Ltd (Official Rolls-Royce / Bentley / Ferrari & Land Rover Dealers) when new and having stayed there ever since until being brought here to London in 2012, she remains in remarkable condition and has her original book pack and manuals.

These works amounted to £17,000 and she presents and drives in a manner expected with this sort of outlay."

Have a look at the CCFS site

<http://www.classiccarsforsale.co.uk/classic-car-page/164028/>

1991-land-rover-discovery/

It is interesting to note that CCFS categorise this kind of car as Modern Classics. So are our G-WACs Modern Classics?



Roy

