



Alan's G67 RYJ

G-WAC Notes

From the
Project Jay Preservation Group

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



Harry's G405WAC

April 2013

Welcome this month to Sean, G395WAC, and Corin, G410WAC.

395 is a new find for us and 410 has been about a bit, but now settled down again.

The winter weather has taken a toll on the paintwork of 526; the small chips that were only a blemish during last year are now quite obvious corrosive blobs.

It is booked in to the paintshop after the Classic Car show at Ripon Racecourse on 5th May, so should be looking good again for the LRO Spring Adventure Show at Harrogate on the weekend of 18th-19th May.

G395WAC

I bought my G-WAC just about a month ago, although I've known about it and seen it driven around the village for years.

She is a 200 Tdi, has an air con pump, electric windows, mirrors, central locking and twin leaky sunroofs. She will soon be off for an MoT, having been stood up for over a year.

For the moment she will be my daily driver and for towing my Series I to shows.

More details later.

Sean.

A good home for 410

After a bit of to-ing and fro-ing on ebay, 410 now has a new home

Corin lives in Sandhurst and will start on some restoration work this month, and send me some pictures.



He says that as usual, the sills need attention and a general tidying up. The paintwork is not brilliant but is good enough for a 24-year-old car.

It is a V8 in Marseilles blue, and the plan is to take it to shows.

G610WAC repair schedule.

I have liked the G WACs for some time since seeing Roy's 526, and been trying to acquire one for a while. Roy has let me know when some have come up for sale.

Tried to buy one or two but never been able to afford one, so when he said there was one looking for a home, to be restored, we said yes, and with the help of Roy we finally managed to add one to our stable.

We had a Discovery 3 + a Discovery 1 V8, and a Land Rover 127 camper. The D3 was on hire and went back 1st February, so the plan is to finish the camper, it is almost ready for MOT, then start on the G-WAC. We have had a quick look to see what needs to be done.

Most of the work is on the nearside: inner wing, outer wing, foot well, sill, and the n/s bumper end cap. The two door skins are coming away at the bottom, rear bumper needs to be replaced, also rear cross member and some of the rear floor. I will remove the carpet and see if it needs a new floor. Needs a replacement o/s damper and turret, but one came with the car plus a few other parts.

Need to get my son to see if he can make the repairs, he does the welding. We will be able to repair the doors, but will need a new/second hand outer wing.



There is still a bit to do on the camper, and then start on the strip down of 610, and a more thorough investigation.

Kevin Bond. PJPJG shareholder.

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My first winter with 534

Well I am almost at the 1 Year anniversary with 534 and still happy. Very much enjoy the trips out we have had, and she has even had to be called upon to do the odd trip to work when the weather has been as its most, how can I put it, Land Rover only conditions.

The worst of the flooding forced me into a situation of a gamble. After trying to get back from Darlington to Bedale, all routes became rapidly blocked, flooded or ground to a standstill. I took to the small lanes that eventually led me to a small village, where I was flagged down by another Discovery coming the other way informing me that the way was blocked by floodwater, it was suggested that I turn round. I had very few options left and so far it had taken me over an hour to get 10 miles closer to home, so I drove on to find what the chap was talking about and found a large amount of stood water about 100 yds long with a Ford Focus sat in the middle with water up over the bonnet going nowhere.



I sat for a few minutes to think if it would be possible to cross without making a fool of myself. Using my past training in emergency recovery and years of 4x4 experiences, I thought it was possible, but

what really worried me is that my Disco is fitted with a Rover V8, a well known engine for power and a great sound, but also for going weak at the knees at the first sight of water.

I felt that I could make it after our successes at Billing's water run as I couldn't see much difference, apart from the friendly marshal sat at the other end to pull me out if all went wrong. After engaging Low Box and selecting 2nd, off I went with fingers crossed and to my joy I made it to the other side without even a cough or splutter.

We managed to do a total of three shows last year including a run down to Billing towing our trailer, to help Charlie Thorn with marshalling, something I have been involved with since 2005. I was happy with the fuel consumption at £50 each way (for a V8 I was happy)

We have also been to Whitby for a surprise weekend for my birthday in October, organised by my lovely fiancée Holly. In December to January, 534 was called into action, not for the snow or ice (well sometimes) but to ferry Holly to work each day after a slight temporary change in employment.

So far so good, we have had the odd issue along the way, first being the clutch slave cylinder and most recently the headlamp switch. While changing the switch I managed to completely destroy the upper half of the steering column surround, but fingers crossed I managed to get a replacement one before a photo shoot for LRW on the 2nd March.

So the jobs in the list for this year so far are to address the rot issues in the foot wells, and look at sorting out the dent in the roof (caused by a previous owner) and look at having a little bodywork attention on the near side.



Parting shot is on a run out to Tan Hill one afternoon, the highest pub in Britain,

James.

Details of Land Rover Shows and other events in 2013.

June

Saturday 1st & Sunday 2nd. - Kent 4x4 Show, Kent County Showground, Nr Maidstone, Kent. ME14 3JF.

Peter King will be at the show on the Kent Land Rover Club stand. More details on his website. kentlandroverclub.co.uk

Saturday 15th & Sunday 16th. - Dunsfold Land Rover Show,

Saturday 22nd & Sunday 23rd. - Bristol & West Land Rover Show, The Royal Bath & West Showground, Shepton Mallet, Somerset.

July

Friday 26th to Sunday 28th. - LRO Billing, Billing Aquadrome, Northamptonshire. NN3 9DA

August

Saturday 24th & Sunday 25th. - Eastnor Land Rover Show, The Deer Park, Eastnor Castle, Ledbury, Herefordshire, HR8 1HL.

September

Saturday 7th & Sunday 8th. - LRO Peterborough, East of England Showground, Peterborough.

October

Sunday. Date TBA - London to Brighton Land Rover Run.

Saturday 12th & Sunday 13th. - Discovery 24th Birthday Party, Plymouth Hoe and surrounding area, Plymouth, Devon

Other dates to add when known.

Graham

G457BKV, where are you?

I once owned a 1989 Discovery V8 3 door, carb-feb model and I'm wondering if anyone knows of it.

I worked in the motor trade and had coveted this Disco since 1993 when the Rover dealership I worked at first sold the car. It was sold local to where I lived and its V8 would rattle my bedroom window on a cold morning when it accelerated up the hill.

Its history was quite interesting. It was a special build for the Save The Children charity and it had been built in Solihull during the Christmas shutdown. It featured every single option that could be fitted to the Discovery at that time and was finished in Foxfire Red metallic.

The car was driven to China by Sir and Lady 'so and so' (I cannot recall their name, just their title) and it was brought back to the UK by the Royal Navy via Hong Kong in mid-1990. I had documentation to verify the event and this paperwork was given to the next owner around 2002/03.

When the car was back in the UK, it was entered into a charity auction and sold-off from there. My garage bought it from the estate of a previously long-standing customer, now deceased, who'd bought Range Rovers from us since the early '70s. It was then sold on again (1993) and once again when I bought it (2000/01).

Its registration mark placed it between a Press Defender Tdi model and Lady Jane Felsham's Range Rover (of TV's Lovejoy fame), in addition to all the Press and Publicity Rover Metros (the then new R6 model).

Its performance was startling; despite have new dampers, it could still spin its front wheels in the damp such was the ample power and throttle response. 12mpg was about its average mpg mind you, but what a sound and turn of speed!

Steven.

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
email4graham@tiscali.co.uk.

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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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