



Jon's G469WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Richard's G601BKV (before the tlc)

May 2016

It was good to have James out at a show with 534. I have been promised that there will be a few more G-WACs out this year.

Classic Car show, Ripon Racecourse. 1st May.

Well I would love to say that the day of the show was a bright, cool sunny morning to set off to Ripon for Mark Woodward's Ripon Spring Classic show... When I opened the curtains it was clear it was going to be a wet start, but I was hopeful it might dry up and have some sunshine, after all it is May...

As ever, Roy had arranged for stand space, and the day before the show I had got both the Discovery and the recently purchased Range Rover, all polished up ready.

The weather was awful. It was so windy that Patrick's gazebo gave up, and was bundled into the back of a car, after it went into self-destruct.

As we had taken two vehicles to show, we took Lucy's parents with us and decided to have a picnic etc. We ended up trying to use the Discovery and the Range Rover as wind breaks, and in the great British style, we made what we could of the day wrapped up in coats, drinking hot drinks.



Lots of interest on the stand, and a very well attended show. I was glad to get home and into the dry. No awards this time but who knows what might come at the next one.

James

Longhope Motor Show and Family Fun Day. 14th May.

Range Rovers dominated the motor show element of the day, with a large contingent of CVC Register members showing their launch factory registered P38s and other Range Rovers.

I went down to the Forest of Dean with the pre-pro 5-door G513DHP, my G526WAC has succumbed to injector pump wear and tear, so the pump and injectors are away at a specialist for overhaul.

513 did a creditable 20 MPG, which is not much worse than 526 was doing when I took her to the Stoneleigh show.

With plenty of food outlets and other traders at the village recreational ground, there was plenty to see on a fine sunny day. I bought two bottles of local wine and won another in the raffle.

The event raised £1800 for charities.



Longhope Motor Services had spent some time during the past 12 months rebuilding a P38 that was found in a scrapyard by Julian Lamb. It was kept undercover at the show until he was presented with the results of their labour.

George Thomson, (seated below) who is a retired designer of many Land Rover models, was present to congratulate Julian on his acquisition.

A great day out with fellow Company Vehicle Collection members, and a hope that someday we will be able to have a G-WAC Discovery day with more than three G-WACs present.

Roy.



Motor Show and Family Fun Day
On Saturday 14 May 2016
Longhope Recreational Ground,
Church Road
Email: lmsfunday@outlook.com



G272 WDL, a RHD 1989 3-door carburetor V8 Discovery in Mistral Blue!

Purchased after about a 6-month search online for an early Discovery to form part of my small Land Rover collection. I have a 1950 Series 1 80", a 1960 Series 2 hard top and a 1971 Suffix A Range Rover, all restored, and have just sold my late Series 2A.

So I was looking for another project and have for a while thought that an early 2-door Discovery would be a nice addition to the line-up, particularly as they are relatively undervalued at present and having owned an L registration 2-door back in the early 2000's!

I spotted G272 WDL on Car and Classic, for sale in Canvey Island. She didn't look much in the photos but upon arrival I was very pleased to see that she retained the original Sonar Blue interior in very good condition, and apart from the addition of numerous stickers (including the ubiquitous "One Life - Live It" stickers!), was largely original and unmolested.

A quick poke around confirmed no terminal rot, and clearly had been well looked after for the majority of her life, and a deal was done.

When home, I started doing a little research in to these early cars (I knew very little until I read all of the G-WAC Notes!) They proved to be a gold mine of information, and confirmed that G272 WDL was indeed a very early car. With the smooth rear door handle, bonnet pull on the drivers' side, no dash vents, and even still retains the centre console handbag with the earlier type horizontal securing strap holes



and the blue piping, which was lovely to have confirmed as an early 'launch' bag.

The bonus was finding the original manual in the base of the bag, sadly missing its fabric cover, but present nonetheless. Removing the very tired plastic wheel cover trim off the spare also revealed another nice surprise - the original Goodyear Wrangler tyre and its original early silver plastic spare wheel trim with the early "Discovery" sticker across the centre.

Registered on 23/11/1989, chassis number GA395597 and very early engine number 27G00053B. I have received my Heritage Certificate back from the BMIHT, confirming the car was built on 4th September 1989, and dispatched to Julians of Reading on 30th October 1989. As the dispatch date to the dealer was pre-press launch, I am guessing that she was sent as a demonstrator at Julians as they were a large dealer in the area at the time.



The car was on a SORN when I bought her but the MOT had only recently run out. I took her down to my local 'Land Rover friendly' MOT centre, where she failed on a few relatively minor items. A new steering box, steering damper, body mount and a few bulbs and bushes replaced and she has an MOT. So I can at least keep her running around whilst I continue with the rest of the work required to get her back in to shape again.

A happy few hours was spent with the heat gun last weekend removing all the stickers. A closer inspection of the body has confirmed that it is basically sound, but there are several areas of rot that need dealing with (top of rear door frame/roof, top of roof above windscreen etc.) so when funds and time allow I will cut out the rot and prep her for a full respray, as too much of the paint is too poor to just blow these repair areas in.!

In the meantime, I managed to source a set of good Dunlop steel wheels from the last Newbury Sortout to replace the current Range Rover alloys. A friend is shot blasting and powder coating them at the moment. I have even managed to find a matching set of sound and unperished Goodyear Wranglers for the wheels when they are done which I am very pleased about.!

The engine runs like a sewing machine and catches immediately with the correct application of choke. She came with a nearly new full "SS" stainless steel exhaust fitted, including tubular headers. Sadly, the smooth mechanical tune of the V8 is spoiled by a permanently switched Kenlowe fan at present, so I will be removing that and re-fitting a viscous unit again when I have sourced one.!

I have just had a new front registration plate made as well, using Dave from DMB Graphics to produce a pre-2001 font plate, in keeping with the car's original rear square plate.



Andrew

Show dates 2016

June

4th-5th	Malvern Land Rover Show	Three Counties Showground, Worcestershire. WR13 6NW
4th-5th	Classic Car Spectacular.	Tatton Park. Cheshire. WA16 6QN
19th	Charity Classic Vehicle Show. Lions.	Grasmere, Cumbria.LA22 9SJ
25th-26th	Heritage Land Rover Show	Gaydon

July

2nd-3rd	Scottish Land Rover Show	Edinburgh.
3rd	Leighton Hall Classic Cars & Bike Show.	Carnforth, Lancashire. LA5 9ST
16th-17th	Ackworth Steam Rally.	South Yorkshire. WF7 7ET.
24th	Ripon Old Cars Classic Show	Ripon Racecourse
29th-30th	Billing Land Rover Fest,	Billing, Northamptonshire. NN3 9DA
31st	Lytham Hall Classic Car and Bike Show.	Lancashire. FY8 4JX

August

7th	Trans Pennine Run from Manchester to Harrogate.	
14th	Raby Castle Classic Vehicle Show	Staindrop, Co. Durham. DL2 3AH
20th-21st	"Passion for Power" Classic Motor Show	Tatton Park. Cheshire. WA16 6QN
28th	Classic Car & Bike Show	Ripon Racecourse. HG4 1UG

September

17th-18th	Peterborough Land Rover Show	
25th	Ripon 4x4 & Vintage Spares Day.	Ripon Racecourse. HG4 1UG.

October

2nd	London To Brighton Land Rover Run.	
15th-16th	Discovery Birthday Party	Plymouth Hoe

November

11th- 13th	Classic Motor Show NEC	
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Jon Chester, of Bowler Motorsport

Jon wrote an article for Car Magazine about his thoughts on 'The top 3 must-have Land Rovers' About the Discovery, he pointed out to the readers that the Discovery Series I is a real classic car.



He remarked

"Is this a good idea? Definitely. This is the grandfather of the modern SUV and is now on the verge of classic status. It's a practical, genre-defining vehicle that offers 95% of the ability of a Defender at less than half the cost, with double the comfort. Values of the remaining good ones will rise sharply in the future. Savvy buyers are snapping up G and H registration examples, and early three-door V8s are ideal for restoring"



Jon has prepared himself for the future by owning G469WAC and G490WAC.

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Alpine windows on G534WAC.

After waiting long enough and putting it off, and seeing the terrible state they were in, I finally decided to have a go at replacing the Alpine window seals on 534. I could see how much water passed through them when washing the car after its winter sleep

I purchased the seals and removed the driver's side first. Getting the old ones out was easy and took no longer than 10 minutes. But two hours later, some plasters and a few curse words, vast quantities of washing up liquid, countless cups of tea, the window was back in with its new seal.

I spoke with Roy about the task, and he advised buying a weather strip tool. After a look on eBay I found one at £20 including delivery. It looked brilliant, so encouraged by the thought of an easy job, I started on the passenger's side. As before, in less than 10 minutes the window was out and I was getting the new seal ready to go in.



This time, instead of washing up liquid, I tried using baby oil and a syringe (one of the hundreds I have from the countless bottles of Calpol that we have purchased with having two children) the baby oil did lubricate better, but also made handling the glass lethal as I almost dropped it twice (I actually think the neighbours had come out to watch this time, as some sort of comedy sketch, perhaps it was funnier than that afternoons episode of Jeremy Kyle).

This time, one hour later, no cut fingers, some curse words and two cups of tea, it was in.

The use of the new tool definitely improved the change time, but it was not much easier let me tell you.

The corners were hardest, and for the last two inches I resorted to the previous technique of the screw driver. I still have to do the boot windows, but I am trying to syke myself up for it, and possibly might leave it for a show, for something to do of an afternoon.

James



Hutton-in-the-Forest Show. 29th May.

The Mark Woodward 'Cars in the Park' show at the country house, is a very pleasant place to rest in the sun and take your picnic from the boot of the car.

A Grade I listed country house in Skelton, in the historic county of Cumberland, which now is part of the modern county of Cumbria. It has belonged to the Fletcher-Vane family, latterly the Barons Inglewood, since 1605.

With G526WAC being out of service just now, (a report about the problem next month) I took the pre-pro 5-door, G513DHP, for the run up to the Lakes. There is still a lot of road widening on the A1, so a steady speed of 50 MPH did help a lot with the fuel consumption of the V8i.



The commentator at the show is very knowledgeable of all the models that are shown at these local car shows, and has a good knowledge of the early Discoverys.

When it was time for 513 to be displayed in the arena, he took some time to describe her to the visitors, and gave me a few minutes of air time.



The judging of all the cars that had been entered in the arena was complete by 3.30 pm, with the winner being a stunning Jaguar XJS.

Roy.

Current known owners of launch cars. @ May 2016

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC & G490WAC	Jon Chester
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G494WAC	Mark Harrow
G496WAC	Rob Ivins
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G531WAC	Ashley Culling
G534WAC	James Brackenbury

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crookson
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G395WAC	Sean Coleman
G266BJU (5-dr)	Lee Haines	G405WAC	Harry Harrison
G513DHP (5-dr)	Project Jay Preservation Group	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G110WAC (LR110)	Julian Lamb	G553WAC	Gary Smallbone (LR 90)
G175WAC (RR)	Julian Lamb	G563WAC	David Spirrett. (Camel)
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Paul Hughes
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC (LR90)	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox (for sale)	G635WAC	Alec Gatherer

Some other factory registered cars.

G580BKV	Patrick Berry	G601BKV	Richard Nares
G628BKV	Alan Young		

Other early cars

G28 RMW	Glyn Jones	G711YRY	Derek Henman
G39 WJD	Bob Jolleys	G757SGX	Paul Bishop
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Alan Mitchell	G892VPM	Mike E Hall
G101GEL	Robert Hoskins	G907VYT	Alan Young
G203DPF	?	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G234CBG	Dan Hunter	G950CAF	Elvet Price
G253RFL	Lee Haywood, Silkstone Land Rover	G987LKU	Andy Greer
G266BJU	Julian Lamb	H83 YYN	Richard Llewelin
G272WDL	Andrew Maclean	H95 DBK	Dave Dorling
G374UYR	Jack Straw	H367OBE	Dave Mummery
G412FSJ	Andrew Cameron	H776POJ	Duncan Campbell
G436GUY	Andy Jones	J140OAC Ambulance	Neil Witt
G441WPX	Mark Harrow	J463HVK Ambulance	William Wallace
G442AJM	Scott Seacombe	J932PBW	Archie Cursham
G456AVT	A Burchel	AZ-829-TJ	Raymond Bechetoille (France)
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G560EDY	Mark Dixon	Formerly G531DHP	
G580PNU	Ian Rawlings	LA DC 502	Dr. Hofmann (Germany)
G577GTY	Craig Pusey		

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[Previous G-WAC Notes can be found at the Home of the Project Jay Preservation Group](#)

www.g-wacdiscoverys.net

<p>Compiled by Roy Preston. If anyone would like to contribute an article for these notes, or receive a copy, please email me at roy@g-wac.com or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714</p>	<p>Issue 106 May 2016</p>
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