



Lee's G302WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Colin's G323WAC

June 2016

Heading up to the Scottish Land Rover Show this weekend, 2nd – 3rd July, we hope to have more than the usual three Jays on the stand.

James is taking his 534, Lucy is taking the pre-pro, I'm taking 526, Patrick is taking his G580BKV, and we are meeting Robin, from Dalkeith, with his 308.



A new show in Scotland for Live Promotions, although they are not strangers North of the border, because they organise two other shows at the Royal Highland Centre at Ingliston, near Edinburgh, the MCN Scottish Motorcycle Show and Truckfest.

The CVC+R folks will also have a stand there, to show their range of factory registered Range Rovers.

Progress with 410

The G-WAC has been away to a body shop having all the welding done (apart from the rear floor, which I have got to weld that in), hopefully getting it back this month.



Then the long process of putting everything back together begins, to get a MoT.

Alan.

My poorly 200Tdi at 115,000 miles.

The problem started when, on occasions, the engine failed to stop on the key. Stalling a Tdi in top gear of a LT77 is not recommended, something will break.

Removing the fuel solenoid valve is a fiddly job. On examination it was covered with very fine metal filings, causing the valve not to close. After a good clean up and refit, the engine would stop on the key again. But after a few hundred miles the fault was there again.

The power was down, (she had great difficulty keeping up to 70 on the motorway), smoking badly and down to 25 mpg. So, with the help of Roger, of the Discovery Owners Club, off came the pump to find out where the filings had come from.

Skyreholme Technologies, near Pateley Bridge, our local pump experts, stripped it down and found that the cam plate and rollers were breaking up, but new ones were readily available, together with some later modified parts.



With the fine metal being sent up to the injectors, it was prudent to have them overhauled at the same time.

With the pump refitted, the performance is now back to where a Tdi should be, 35mpg, and no problem keeping up to the motorway traffic now.

Roy.

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A show day in the Lakes. Sunday 19th June

We travelled up to Grasmere on Saturday, Roy with 526 and me driving the pre-pro G513DHP.

The Lakes Classic Car Show is an annual event organised by Windermere and Ambleside Lions Club. Since its inception, this Lions event has grown year on year and has attracted some magnificent vehicles, lots of visitors, and has helped to raise thousands of pounds for some very worthwhile local charities. An event where you can take the whole family to have a fun-packed day out.

As we ventured across the A59, I soon discovered that the alternator on G513DHP was acting up, so I went really slow to conserve power. I was staying at my Sister's place for the night, at a little place called Seat Sandal, just outside Grasmere. My Sister was away, and Roy stayed the afternoon and evening, where I made an evening meal for him, before he went off to the comforts of his hotel, which was surrounded but trees, hills and walks.



On Sunday morning we met up at the show site. There was a good display of Series Land Rovers, one Range Rover, but only our two Discoverys. The exhibitors and the public were overwhelmed by the good condition of the two Discoverys.

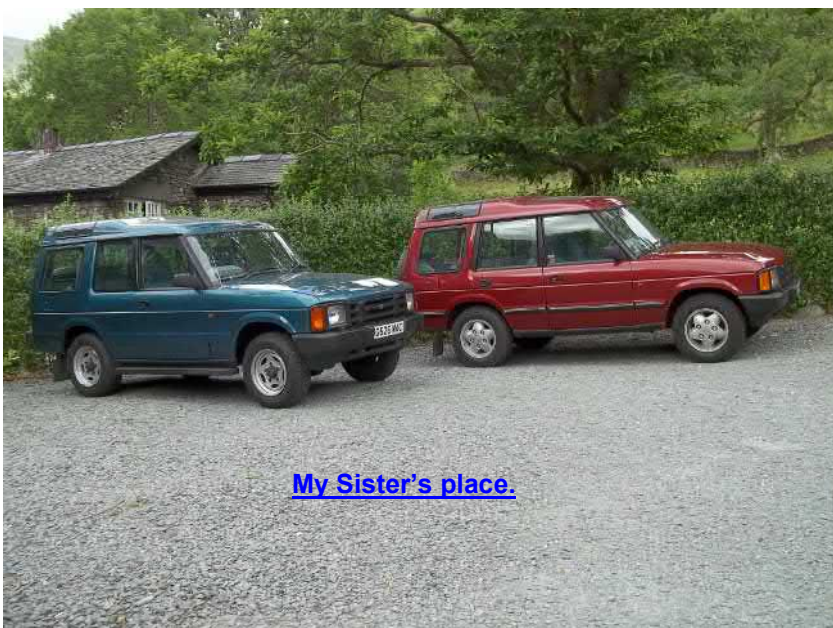
The show had a full selection of cars, bikes, tractors and VW campervans. There were plenty of attractions, tombola, smash the plates, which was a variation of a coconut shy, but I was too happy to smash plates, as I have to be angry to do it properly.

In the afternoon the rain started. You would have thought that this would have fazed the exhibitors, but they carried on drinking tea and talking to the public.

On the way home, I let Roy go ahead, so that I could go steady and have a few 10 minutes stops with the engine running, which would stop the battery light from coming on.

A great show, and we hope to be there again next year.

Patrick.



[My Sister's place.](#)

Show dates 2016

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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For sale. (Reluctantly) 2.0 Mpi.

Due to a lack of time, space and spousal support, I am putting the Mpi up for sale. I will be looking to cover the costs, so it will be up for £1,100.00.



It has a fresh MoT, and ALL the welding has been done (prior to the MoT). It breezed the emissions. Runs beautifully but will no doubt need a reconditioned gearbox in the future. It is fitted with an R380, and 2nd is becoming a bit graunchy.

The gearbox has been flushed and filled with semi synthetic MTF94. I have spoken with Shab at Syncro Gearboxes in Coventry, who is happy to re-condition the R380 or an LT77, if one can be found.





It will come with a fair chunk of spares. Spares include a decent 10 spline diff, half shafts, door seals, front indicators, rear door and some window seals. I have doors, bonnets, some interior trim. I've started visiting local 'breakers' and collecting useful bits that they just chuck.

I've got a secondary Aircon unit that fits between the front seats for example...

davidclovejoy@googlemail.com

David.

Current known owners of launch cars. @ June 2016

G457WAC	Julian Lamb	 
G459WAC	(Amphibian. The Dunsfold Collection)	
G461WAC	John Boucher	
G463WAC (Camel training hack)	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 (Camel training hack)	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)	Julian Lamb	G405WAC	Harry Harrison
G513DHP (5-dr)	Project Jay Preservation Group	G406WAC	Keith Britton
G84 WAC (LR90)	Mike Smallbone	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G553WAC (LR90)	Gary Smallbone
G175WAC (RR)	Julian Lamb	G563WAC (Camel)	David Spirrett
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Paul Hughes
G302WAC	Lee Haywood	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Jamie Menzies
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer
G316WAC	Mike Smallbone		

Some other factory registered cars.

G580BKV	Patrick Berry	G601BKV	Richard Nares
G628BKV	Alan Young	L470WAC	Julian Lamb
L489WAC	Mark Harrow	L490WAC	Mark Harrow
L479YAC	Stuart Laird	P647KAC	Patrick Berry

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	J463HVK Ambulance	William Wallace
G441WPX	Mark Harrow	J932PBW	Archie Cursham
G442AJM	Scott Seacombe	AZ-829-TJ	Raymond Bechetoille (France)
G456AVT	A Burchel	3656 TW 24	Keith S L Daffern (France)
G553OWD	J Herod	Formerly G531DHP	
G560EDY	Mark Dixon	LA DC 502	Dr. Hofmann (Germany)
G580PNU	Ian Rawlings		
G577GTY	Craig Pusey		

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[Previous G-WAC Notes can be found at, www.g-wacdiscoverys.net](http://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 107 June 2016</p>
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