

G-WAC Notes

From the
Project Jay Preservation Group

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



Elvet's G950CAF



James's G534WAC

August 2015

The second generation Range Rovers, the P38s, with registration numbers M-CVC, are not as well known to the Land Rover fraternity as the G-WAC Discoverys, but are now being sought after as future collectors' cars, if not yet classics.

There were a 100 M-CVCs at the launch, from M200CVC to M299CVC, and the CVC Register was formed to provide a platform for enthusiasts to keep in touch.

With a growing interest in saving any factory registered Land Rover, the group are now embracing all such cars, and have morphed CVC Register into the newly formed Company Vehicles Collection Register, and look forward to embracing any factory registered Land Rover that is still alive.

Some factory launch R-BAC registered Freelanders, have now been saved from the scrap yard.

Classic Car Show, Ripon Racecourse 30th August

The Mark Woodward event at the Ripon racecourse always attracts a good number of cars and their owners, and the show on Sunday was no exception with over 500 cars on display.

The event used to take place at Ripley Castle, but the move to the racecourse is a good one, with a firm grass flat surface, and with a permanent toilet block, which was not available at Ripley Castle.

Billed as a Classic Car & Motorcycle Show & Auto Jumble, with a Classic Land Rover display, the Doncaster District Land Rover Club always put on a good display of the various models.

I joined the stand of the Yorkshire Section of the Discovery Owners Club, to make up the display of eight Discoverys including D1, D2, D3 and a Discovery Sport (DS)

G526WAC and G513DHP were polished up and looking smart in the sunshine, Patrick's P647KAC, another factory car, kept the DOC banner in place.

Mike's DS and Stephen's D3 attracted a number of people wishing to know more about the models, and they gave the visitors a chance to sit in the driver's seat and experience the feel.

Mark Woodward will have a 4x4 Spares day at Skipton, North Yorkshire, on 6th September, where I will be on the look out for Sonar Blue trim. He will also be at Newbury, Berkshire, on 4th October. See www.4x4sparesday.co.uk

Mark also organises the autojumble at the NEC Classic Motor Show, which takes place 13th, 14th and 15th November.

The Discovery Owners Club stand at the Ripon Racecourse.



G513DHP nearing completion

Well, as near as a 25-year-old Discovery will ever be, there is always something to do, even if it is only to give the car a polish

The outstanding jobs have been to replace the rear suspension 'A' frame ball joint, fix the o/s electric windows, replace the lock spring in the n/s front door, fix the central locking, replace the frayed side seatbelts and a scrape and paint underneath.

The 'A' frame ball joint was fine when she went for MoT, but after a few hundred miles the rust in there was knocked out and it started to rattle. I bought a complete joint assembly, and Roger, from the Discovery Owners Club, came to change it for me. He also changed the door lock spring, quite a fiddly job that was.



Jack (he with G465WAC), fixed the windows, and fitted a tow bar and electrics, Stuart and Jonathan, (again of the DOC) have promised to have a look at the central locking.



Graham has offered to do the underside, plus wax, if I take her down to Tamworth.



The seat belts and seats were a simple job, which I managed to do without help.

She is running well and returned 20 MPG on a trip to Solihull and back. (Which was at my usual motorway speeds)

Stowage bag for the sunroof glass. (Early cars)

When fitted with the removable sunroof glass, the wider section of the second row of seats has a zipped stowage bag in the trim panel at the back of the seat, to store the glass when it has been removed. Why anyone should want to remove the glass is a mystery to me, but there it is.

The stowage bag is fastened to the seat frame with plastic push in fasteners, (fastener-fir tree. Pt. No. AGU1425), which push into a plastic insert (insert Pt. No. AJU1136L) in the seat frame.

Even without the glass in the bag, the trim panel is quite heavy and relies on the fasteners to keep it in place. The fasteners are not very firm, and often pop out when the seat back has been returned to its upright position after having been lowered to increase the loading area.

Just pushing the trim panel back into place does not always make the fasteners go fully home, with the result that the next time the seat back is returned to its upright position, they pop out again.

I find that the best way to fix them firmly in the insert is to use a joiner's clamp to squeeze them home. Pieces of wood under the clamp will stop any marks being made in the fabric.

With the fasteners fully home, the panel will stay in place for a number of times, but will eventually pop out again, requiring a repeat of the operation. Replacing the fasteners with new stiffer ones will be necessary after a while.



Wheels and tyres.

I purchased my first Discovery in 2003. Since then I have owned eight D1s, and still have six at home, plus the pre-pre 5-door, owned jointly by the Project Jay Preservation Group.

Only on two occasions has a car come with a full set of tyres of the same brand and the same pattern. G526WAC came with a well worn set of Pirelli Scorpion S/T tyres on the original steel rims, and the A registered 5-door came with a full set of almost new Goodyear Wranglers on Boost alloys.

526 was purchased with a spare set of five Colway tyres on Range Rover rims, for the winter. I'm not a lover of alloy rims, in particular for winter use as they can corrode to the hub and be very difficult to remove.

Over the years I have obtained five spare steels, so with a stock of 40 wheels and tyres, I decided that it would be a god idea to sort them out to see if there were any sets of similar tyres. The pre-pro five-door and the Mpi are fitted with Cyclone alloys, so I have ten Cyclone alloys, five Boost alloys, five three spoke Range Rover alloys and 20 steels, with a mixture of tyre brands and patterns, on a mixture of alloys and steels.



The sort out resulted in the almost new Wranglers being fitted onto steels for G526WAC, and selling/part exchanging the Boost alloys for five more steels.

A set of Pirelli Scorpion S/Ts was made up for the 5-door, on Cyclones, a set of Pirelli Scorpion Akros were made up on Cyclones for the Mpi.

The yet to be restored G478WAC now sits on four steels with Michelin 4x4s, but no spare yet. The A reg sits on four Kumo, but not all the same pattern. The black L reg is sitting on the Colways, (I need to sell the L reg because I have too many good runners) but the Colways will be fitted to five steels ready for the winter, perhaps I will use the Mpi for the winter, if we get any snow.

There are now three more spare Scorpion S/Ts on steels and two Wranglers on steels, the rest are Toyo, Vredestein, Dunlop, Sime, Nexen and Savaro on steels.

The set of Akros on the Mpi are getting a bit past their sell by date and have some small cracks in the sidewalls. I am not aware that new Akros are available, so I will look out for any good ones at the LR shows.

G950 CAF

We have owned our Discovery since 1992, only one previous owner when we bought her with 6.000 miles on the clock.

First registered 13.02.90, a 200Tdi in white, with 5 seats. We sent off to get info with the VIN number and have copies of the inspection documents. Records show that she came from line no 10148 on the 30/01/90. We don't really understand much about all the details but would like to find out more.

All original, but has had a new engine and treated to some alloys. My husband has really looked after her, but regrets changing the steel wheels to alloys. I think they look better.



Very good and clean underneath and been well cared for by the one owner. She is still being used; we love her, and have started to take her to local classic car events.

She has now covered 127.000 miles and is good for another 100.000 miles.

Barbara.
Trefin, West Wales

PETER JAMES INSURANCE.

772, Hagley Road West, Oldbury,
West Midlands. B68 0PJ.

Telephone: 0121 506 6040.

www.peterjamesinsurance.co.uk



Forthcoming events

19-20th September.

Land Rover Show 2015. East of England Showground. Peterborough. PE2 6XE.

We hope to book stand space for this show.

10-11th October

Plymouth Birthday Weekend. The annual return to the place where the Discovery was launched to the Press and Dealers in 1989. <http://www.discoverybirthdayparty.co.uk/>

Current known owners of launch cars. @ August 2015

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G490WAC	Jon Chester
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)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G226EAC (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G266BJU (5-dr)	Lee Haines	G406WAC	Keith Britton
G513DHP (5-dr)	Project Jay Preservation Group	G410WAC	Alan Young
G87 WAC (LR90)	Chris Simms	G563WAC	David Spirrett
G97 WAC (LR90)	Ted Billington	G584WAC (RR)	Sharon Paige
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	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer
G316WAC	David Cox		
G323WAC	Colin Crookson		

Other early cars

G28 RMW	Glyn Jones	G767NRH	David Ashburner
G39 WJD	Bob Jolleys	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Alan Mitchell	G907VYT	Alan Young
G101GEL	Robert Hoskins	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G234CBG	Dan Hunter	G950CAF	Elvet Price
G374UYR	Jack Straw	G987LKU	Andy Greer
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G441WPX	Mark Harrow	H367OBE	Dave Mummery
G442AJM	Scott Seacombe	H776POJ	Duncan Campbell
G456AVT	A Burchel	H871EWK	Mark Hardwick
G553OWD	J Herod	J140OAC Ambulance	Neil Witt
G580PNU	Ian Rawligns	J463HVK Ambulance	William Wallace
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G628BKV	Alan Young	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	Formerly G531DHP	
G711YRY	Derek Henman	LA DC 502	Dr. Hofmann (Germany)
G757SGX	Paul Bishop		

XX

[Previous G-WAC Notes can be found at the Home of the Project Jay Preservation Group](http://www.g-wacdiscoverys.net)
www.g-wacdiscoverys.net

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 Issue 97 August 2015