



Mark Lamb's L470 WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Mark Harrow's L489WAC

September 2016

With the last 2016 outdoor Land Rover show and local Classic Car shows now behind us, it is time for me to batten down the hatches for the winter, look for some space to store a couple of my fleet and get to grips with some 'preservation' work.

G478WAC is a basket case, the Mpi just needs a bit of welding, 526 is getting ready for a rear body cross member, maybe a floor, G601BKV will not be too hard to get on the road, and a much more pleasurable job to do, mechanical rather than bodywork. The 5-door needs a transfer box output seal, and still a bit of fiddling with the central locking. Blackie, my 'winter wheels', is just fine for what she will be used for, so will be taxed all winter. The 'hybrid', a 5-door Discovery body on a 1983 Range Rover will have to wait, but does run up the drive every month to keep the oil turning in the V8.

I do hope that there will be a few more G-WACs out next year, only three out this year, with Patrick's G580BKV and the 5-door to swell the ranks at the shows.

The Great British Land Rover Show. 27th November

The event is staged indoors at Stoneleigh Park, Coventry, Warwickshire, and is mainly a trade show.

Organised by Assignment Media Ltd, who publish Total Off-Road magazine and The Landy newspaper. The Landy is distributed free by Britpart.



We have been offered a space to exhibit our factory-registered Discoverys, so pop along to our stand and say hello.

Land Rover Owner International Magazine. Peterborough Show. 17th-18th September.

Perhaps one of the best shows of the year for stand space, we merged with the CVC Register to form an arc of 15 cars, from a pre-launch pilot build L405 Range Rover of 2012, to a G-WAC launch Discovery of 1989.

Mark took G494WAC, Patrick took G513DHP and I took G526WAC.. James and Lucy were hoping to take their G534WAC, but a last minute problem with the cooling system on the V8 saw them travel to the show in their D3. The D3, however, fitted in to the line-up without any difficulty.

With no club exhibits in the arena this year, we spent our time on the stand, after spending some money in the auto jumble. I bought a radiator assembly for G601BKV, and a good rear bumper for G478WAC. The bumper has the long rubber tread plate on it, rather than the earlier shorter ones fitted to G registered cars, but there is a good one on the bumper on 478, which will clean up and fit.

On the stand on Saturday evening, a joint CVC/PJPG BBQ was held round a recycled washing machine fire pit, with lots to eat and drink. Mark was invited to the arena for the Night Show with his G494WAC Camel, to take part in the Camel and G4 club parade.

A great show, meeting our friends from the CVC+R, and chatting about seeking out our next factory registered purchases.



Discovery Birthday Party. The Hoe, Plymouth 15th – 16th October 2016

Members of the Discovery Owners Club, along with other Discovery owners (this is not just a DOC event), meet on Plymouth Hoe each October, to celebrate the original press and dealer launch, which took place in 1989, and to take part in a weekend long birthday party for the Discovery.

October 2014, was the 25th year since the launch, so the event organisers put on a special show with over 100 Discoverys present.



There will be many G registered Discoverys there next month, and a few G-WAC launch cars plus G-WAC Range Rovers and Land Rover 90s.

You don't have to be members of the DOC to take part in the gathering, so try to be there to meet many enthusiastic Discovery owners, and see the latest models from the local Land Rover dealer.

Programme of events.

Saturday 15th October

1000-1300

Plymouth Hoe

1400-1630

Mt. Edgcumbe

1830-2300

Windy Ridge Diner. Saltash PL12 5BJ

Sunday 16th October

1000-1400

South Devon Railway. Buckfastleigh TQ11 0DZ.

1530-1700

Two Bridges Hotel, Dartmoor. PL20 6SW

www.discoverybirthdayparty.co.uk



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G601BKV

In the March issue of my Notes, Archie mentioned that he knew of a BKV registered Discovery that was in need of a new home.

G-BKVs were a batch of factory Discoverys that were registered in early 1990 as demonstrators and company cars.

A couple of enthusiasts took an interest in her but in the end there were no takers, and so as I had promised the owner that I would find someone to save her, it fell on me to add her to my collection. Roger said that he would collect her for me on his trailer, but as his Discovery was out of action, he towed her behind G513DHP.

On close inspection, she is not as rotten as my 478, so I have started to put her back on the road. As the weather starts to get cold and with no heating in my garage, it will take a while, but should be ready for the Practical Classics Classic Car & Restoration Show in March next year. We have not yet been granted stand space at the show, but are hopeful.



She has no engine, but has a gearbox still fitted. I have obtained a good 200 Tdi engine, and will be changing the cam belt and pulleys before I fit it. The radiator was not with the deal, but I picked one up at the Peterborough show, complete with the intercooler and the frame.

With nine years of green grime, moss and bird droppings, it took me the best part of a week of my spare time to high pressure wash her. She looks quite presentable now, although the Davos paint is very dull, and I just need to paint the steel wheels in white to complete the transformation. All the early white cars were fitted with white wheels.

These early demo cars have the typical nuances of the G-WACs: bonnet pull on the right, smooth rear door handle, no vents in the dash, cloth insert on the handbook, etc.

We have only three G-BKVs on our list, so if anyone knows of any more, I am sure that Mark will find a space for one or two in his barn in Devon.

Roy



Show dates 2016

October

2nd	London To Brighton Land Rover Run.	
15th-16th	Discovery Birthday Party	Plymouth Hoe
23rd	National Restoration Show	Stoneleigh Park. CV8 2TL

November

11th- 13th	Classic Motor Show NEC	
27th	Great British Land Rover Show	Stoneleigh Park. CV8 2TL

Headlight failure on G513DHP

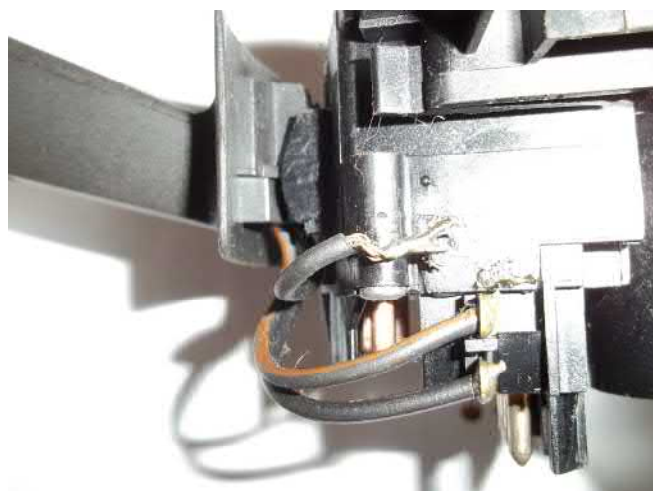
James had taken 513 to Billing for me, and Lucy took their G534WAC. On Sunday evening they were a bit late starting out for their 180-mile journey back to North Yorkshire, and the weather was turning a bit dark as they reached the Yorkshire border.

With the headlights switch on, the side lights lit but the headlights did not, and when the head lamp high beam flasher stalk was lifted, only the driver's side lit.

Once she was home, an initial check of the condition of the nearside headlight bulb revealed that the connecting block at the bulb was insecure, and pushing the block firmly onto the bulb was sufficient to restore the high beam light when the stalk was lifted.

When a headlight bulb blows, I have known it to blow the fuse when the broken filament falls to the negative lead. With four separate fuses for the two dipped beam and the two high beam circuits, I felt that to blow all the fuses at once was unlikely.

Checking the four fuses revealed that all was well, so the failure was almost sure to be the usual fault of a wire becoming detached at the stalk. When the stalk is pressed down for the main beam, then lifted again for the dipped beam, the copper wire is bent to-and-fro, causing the copper to work-harden and eventually break at the soldered joint.



It is not a difficult job to re-solder the wire, but it is a fiddly job removing the Montego/Maestro stalks from the steering column.

The steering wheel has to be removed, and is usually very firmly fixed to the taper on the steering column. A puller has to be used to do the job.

I made one using a piece of angle iron and two 7/16 AF bolts, which screw into the steering wheel boss. (These old cars were built before everything went metric)



Utmost care has to be taken when removing the blue cowl, they are very brittle after 26 years, and can soon be broken.

The three groups of terminals can be quite tight and a bit difficult to release - they have some sprags which must be squeezed to release them.



The stalks can then be removed as one unit. Don't unscrew the large screw, it releases a spring that can fall and be lost. I don't know what it is for, but it comes away with the stalks, so is not relevant to the repair.

With the wire re-soldered, and the whole thing put back together, the wire should not work-harden again for another 25 years.

Current known owners of launch cars. @ September 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	L479YAC	Stuart Laird
G601BKV	Roy Preston	L489WAC	Mark Harrow
G628BKV	Alan Young	L490WAC	Mark Harrow
L470WAC	Mark Lamb	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		

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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 110 September 2016</p>
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