



Diether's D1

G-WAC Notes

From the
Project Jay Preservation Group

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



Neil's Ambulance

January 2015

A Happy New Year to all.

The March issue of Land Rover Monthly carries an article written by Mark Dixon (510) who has recently reacquainted himself with the G-WAC that he sold 15 years ago, by buying it again. Mark regards the Discovery as a 'sleeper' classic, and he should know, because he has been involved with the classic fraternity for a long time. But we are not in it for the money, we just love them.

The article in the February issue of Land Rover Owner International magazine, about my small collection of early Discoverys, has stirred up an interest by a few Discovery owners, with no less than five owners wanting to be added to the list of recipients.

I believe that we shall see more 'launch' G-WACS on the road this year, 457, 465 and 478 will be worked on as time permits. I can only recall seeing three out and about last year, James's 534, Mark's 494 and my 526. So here's to a good year so we can let the magazine readers actually see a G-WAC.

After an absence of over four years, the Land Rover Show at Gaydon is to return on the weekend of June 27-28th. In past years, the Heritage Run, a road run from Solihull to the Heritage Motor Centre, Gaydon, would leave the factory at Lode Lane and arrive at the HMC in convoy. With his vast knowledge of all things Land Rover, Richard Beddall would commentate at the arrival of over 100 Land Rovers of all types, giving a description of every participant on the run. Such a pity that the run is not taking place this year.

Progress with 457

Work is progressing well with 457. The near-side front inner wing, front floor and sill is now finished and I will be moving onto the off-side in a couple of weeks...once the front end and both sills are sound, I will do the rear floor.

The final task is the rot in the roof. I have another roof to fit.

I am still on target for bringing it back over the house by the end of the summer.

After that it is then just a matter of the rebuild, refitting panels, glass, interior and then a thorough service.

Julian



Early Discovery for sale.

Originally registered as G987LKU January 1990, but currently registered on an NI plate (all up to date in Swansea). She is a 200 Tdi 3-door in silver, and has many G-WAC type features, but an early production rather than pre-production.



Now clocked just over 100k miles and starts on the first crank without pre-heating. The blue interior is accordingly clean, but not perfect. No rips or tears though. Body preservation is required in the usual areas, namely inner wings, sills, boot floor, although the 'shiny bits' are fine, with original decals remaining intact. In need of a nearside headlight too. She does drive, but does not have MOT and is currently on a SORN.

I have owned this Discovery for a number of years and always planned to keep her, but my personal circumstances have unfortunately now changed, and she is for sale. I would like to see her go to an early Discovery enthusiast rather than end up as an off road hack or an engine donor for a Series conversion.

The above photo was taken here outdoors in December 2014, but she is currently garaged and located in County Down, NI. £(sensible offers) to andygreer75@icloud.com or 07802 279790.

Andy Greer

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Still plenty to do on 465

Well here we are, 25th January 2015, and another year starts.

I was hoping to have 465 all done to go to Plymouth last year, but it just wasn't to be. It wasn't for the lack of trying I hasten to add, I put in the long nights after work and the weekends. It was everything else in my life that conspired against me, from washers & boilers deciding this was a good time to call it a draw, to my beloved "Her at the stables" being hospitalised and then just to make sure Plymouth wasn't an option, Wacky decided to let me know that there was a wiring fault to deal with.

She did this by producing lots of acrid smoke from behind the dash when cranking over, an immediate release of the key stopped this, however the damage was done. On the next crank the smoke reappeared and this time it did not stop with the release of the key. This involved a rather hurried removal of the battery leads (so glad I hadn't tightened them up!!!!!!!) Upon investigation the main cable to the starter relay had decided it was too hot and so decided to try and remove its coat!!

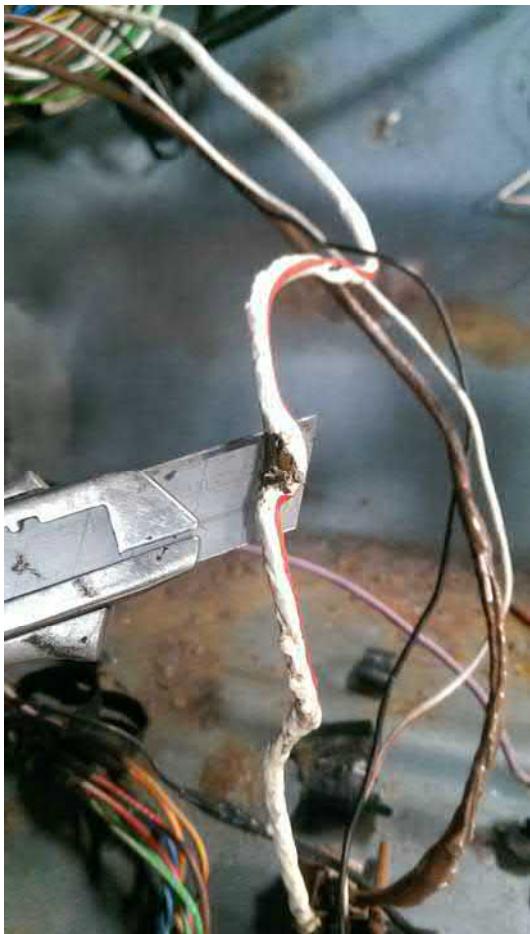
The bit of cable that I could see was where it went onto the relay and was the wrong amperage, therefore caused the problem in the first place. Unfortunately that wasn't where the smoke was coming from, it came from behind the dash. So out came the dash and the game of chase the wire commenced-and what a game. Next out was the heater box, as the loom goes right behind it (great design!!-not)

Having to remove the heater box wasn't a bad thing because the motor didn't work anyway, so a strip down and replacement motor was another job to cross off the list. The melted wiring however just kept going further along until it got to the good bit. It had also melted itself into the earth lead next to it. Both were cut out together with a few other wires that had suffered at its hands. The new wiring was spliced, soldered and heat shrinked in.

So to press that's where we're at. Christmas is over, the house hopefully wont need rebuilding any time soon, and "Her at the Stables" is back in good health, which I must say after the scare she had, is the best Christmas present a man could wish for. The beginning of next month sees battle recommenced on 465

Belated Happy New Year to you all and keep watching for the next instalment,

Jack.



G610WAC 'Wacky'

When I got home after the 25th Birthday Weekend at Plymouth, I started to get things together again, I finished fitting the front and rear bumpers, also a tow bar and sorted out the power steering, which needed a new pipe.

There were some electrical jobs to do. I needed to get a new alternator, new head lights, also fit the replacement front indicator that Roy sent me, and new rear o/s light cluster and bulbs.

The hand brake needed cleaning and adjusting, I had a new windscreen fitted and sorted out the front doors. Lastly, I needed new tyres for my trip to Morocco next year. I therefore decided to get some steel wheels, and went for Defender modulars with Discoverer S A/T tyres, and then off to the garage for the MOT.

She failed on head light alignment and hazard switch not working, so I asked the garage to sort the two items. I phoned them to ask when she would be ready, and they said that because the adjusters were not current Land Rover items, they could not adjust them. I asked them to get the current items.

When they phoned to say she was ready, they informed me that when I took her in, the alternator belt had fallen off, but they did not think to order a new one with the headlights. So I picked her up, and next day got in touch with Auto Parts in Aberdeen, they told me they would have one in the afternoon, so I set off and had only done two miles when some smoke started coming out from behind the console. When back home I phoned the garage to see when they could fix the problems. I was not sure if they could get the work done in time for Christmas, I therefore had to hire a car for two weeks. But at least she now has a new MOT certificate.

The garage diagnosed that the smoke could be the heater motor or the resister. I bought a complete heater assembly for a Discovery 200/300, but the garage phoned to say that it would not fit. I did some research and discovered that a Range Rover Classic heater assembly had been fitted. When the heater arrived, I was told that the motor was no good, so I told them to get it back together so I had something to drive.



We had to take our motorhome off tax so we could tax 610, because being registered disabled, I can only have one car on free tax. So when Wacky is in the garage we have no motor, so I am now looking to get another motor, maybe another Discovery 1 200 Tdi, or Range Rover Classic.

Oh the joys of owing an old Discovery.

Kevin.

Current known owners of launch cars. @ January 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 & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Mark Dixon
G511WAC	Colin Crossley
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	Project Jay Preservation Group	G405WAC	Harry Harrison
G513DHP	Project Jay Preservation Group	G406WAC	Keith Britton
G87 WAC (LR90)	Chris Simms	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G563WAC	David Spirrett
G279WAC	Neal	G584WAC (RR)	Sharon Paige
G302WAC	Sandy Andrews	G601WAC	Chris Lowe
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox	G635WAC	Alec Gatherer

Other early cars

G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Craig Puesy	G892VPM	Mike E Hall
G101GEL	Robert Hoskins	G907VYT	Alan Young
G229TDV	Wesley Beynon	G923PUE	Nigel Burland
G234CBG	Dan Hunter	G942UTT	Keith Taylor
G266BJU	Lee Haines	G987LKU	Andy Greer
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H776POJ	Duncan Campbell
G442AJM	Scott Seacombe	H871EWK	Mark Hardwick
G456AVT	A Burchel	J1400AC Ambulance	Neil Witt
G553OWD	J Herod	J463HVK Ambulance	William Wallace
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechettoille (France)
G628BKV	Alan Young	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	LA DC 502	Dr. Hofmann (Germany)
G711YRY	Derek Henman	G—YBE	Ashley Culling
G757SGX	Paul Bishop		

G-WAC Notes on websites

[Home of the Project Jay Preservation Group](#)

www.g-wacdiscoverys.net

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.

www.northmead4x4.co.uk/qwac_discovery.htm

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