



Alan's G410WAC.

G-WAC Notes

From the
Project Jay Preservation Group

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



Julian's G457WAC

November 2013

Almost another year gone, how the time flies when you are enjoying yourself.

526 passed the MoT with an advisory on the lower N/S rear shocker bush a bit worn, and the headlamps a bit rusty. I had intended to fit my spare set of good lights, but didn't get round to it, but will replace them before the next test!!

Discovery Owners Club forum reports the ebay advertisement for G410 WAC.

The advertisement asked for £1500.00, and received the following posts on the DOC forum---*"Not worth £1500 though!"* and *"just seen this and I agree, scrap value at best or £300.00 cash"*

Not deterred by these posts Alan replied---*"I had better put my head above the parapet. I bought the car but not for £1500 or £1000 I will add."*

Well done Alan. He went on to say, that its restoration had begun and that it needs a few bits of blue sonar plastic, glove box insert and fuse box lid. But not top of the priorities at the present!

He has finally got round to having a poke around and, as suspected, it needs a rear cross member, boot floor, inner/outer sills and inner wheel arches and possibly the front body mounts

Alan will not do the welding; someone else will do it for him. He says that he can weld but not up to a standard he would expect for a G-WAC. A friend of a friend in Somerset will be working on it over the winter months

As long as he has it back in the spring to get the interior and every thing else ready for the 25th anniversary in October, he will be happy.

A plea from James. G534 WAC

Your assistance required, please.

Hello fellow ye old Disco owners, I have run into a little difficulty with 534 and have been struggling to get hold of a replacement part for her.

After much fiddling with an intermittent fault it would appear that the fuel pump has finally given up. I have tried to get another and it turns out it's no longer available.

I have the option of buying a RRC fuel pump and swapping the gubbins over but the fuel sender is also very vague and between my other half and I, trying to keep track of how much fuel is in the tank is not easy.

Part Number; PRC7128 if you know of anyone, or if you might have one, I would be extremely grateful. 07909 912282.

James

Progress with our pre pro G513DHP

Replacing the inner wings is quite a fiddly job, but the most awkward bit is replacing the brake pipes that pass through the hole in the new wing.

Before removing the old wing, the pipes need to be removed and kept safe for refitting after the new wing has been welded in.



The old pipes may be in good condition but unfortunately they are usually seized to the nuts, and the pipes twist when the nuts are unscrewed.

If that happens then it is best to cut the old pipes close to the nuts, and keep them to their original shape. It is much easier to shape the new pipes on the bench rather than on the car.



The pipes on the off side are quite short, so easy to replace. On the near side, the pipes run from the servo right across the body and behind the windscreen washer bottle, not easy to replace in one piece. It is more practical therefore to cut the pipes near to the washer bottle, and use a joiner to connect the new pipes to the originals.

