

G-WAC Notes

From the
Project Jay Preservation Group

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



James's G534WAC



Project Jay's Pre Pro 5-door.

November 2014

With the bad weather now upon us, I need to think about some heat in the workshop space at the back of the garage.

I have an industrial size calor gas heater, but with a petrol engined Disco in the garage I am not sure that it would be a good idea, perhaps an electric fan heater may be the answer.

I much prefer to work outside, but I have plenty of indoor work that I can be spending time on. Some steel wheels to derust and paint. A pair of side steps to repair. And of course 478 to start on.

The journey to Plymouth with the pre pro G513DHP.

I was a bit apprehensive about the 350-mile trip to the Birthday Weekend organised by the Discovery Owners Club over the weekend of 10th-12th October.

G513DHP is jointly owned by six members of the Project Jay Preservation Group and had not been on a trip of any distance for five years. How reliable would she be, was the water pump or the alternator still in good order? But I need not have worried as the journey was without incident.

I had considered taking her down to Plymouth on a trailer behind G526WAC, but our son Stephen said that he would like to drive 526 down. James had decided to take G534WAC on a trailer behind his D2. A friend would be doing the driving, while he and Holly, and baby William, would enjoy the trip as passengers.

The organiser of the event, Lee Hayward of the Devon and Cornwall Section of the Discovery Owners Club, had organised a photo shoot at the Plymouth Bus Depot for 4.00 pm on the Friday. The depot was used by Land Rover during the launch, for overnight parking and servicing the 86 G-WACs.

With a long journey to make and a deadline of 4.00 pm for the shoot, we decided to start out at 5.00 am and travel down as a convoy. There is safety in numbers.

James and family live about 15 miles north of our village, so we sat on the bridge crossing the A1M at Boroughbridge to wait for them to pass under, we could then drop down the slip road and catch them up in a few miles.

With a breakfast stop and a few comfort stops, we arrived at the Plymouth Bus Depot about 3.00 pm and waited for Lee and the others to arrive.



James had gone to Roger Young's, the Land Rover dealer in Saltash, to unload 534 and leave the trailer with them for safekeeping.

After the shoot, Margaret and I made our way to our Travelodge, and Stephen went to the ferry to make his way to Mount Edgcombe to camp for the night. When it was time to board the ferry, 526 decided that she had had enough for the day and would not start. The engine was spinning over ok, but it appeared that the fuel solenoid was not opening. The AA man had the same opinion, but decided that he could not help, and asked if he should arrange a lift back to Yorkshire!!

The answer was no, because we knew of about 100 Discovery owners in the area that would be able to help. As a final gesture, the AA man gave the solenoid a tap with a hammer and the engine fired up.

As it was now getting late, Stephen decided not to risk it to Mount Edgcombe, and fortunately there was a spare room at the Travelodge for him. A search on the internet for a new solenoid showed one in stock at a location in Plymouth, so it was purchased the next day and would be fitted sometime over the weekend.

The following two days were spent with the club and the long journey home was completed without fuss. 850 miles were covered in the three days and as the odometer is now reading 176,300 miles, I think that the V8i is well and truly run in.

Roy

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2.0 Mpi

In the September Notes I reported that for some time I had been looking for an Mpi to restore, then three came up for sale. Richard from Huddersfield had bought one, Chris Hodson has one for sale, and I was due to go to see a 1993 5-door, described as rust free, in Teesside.

We all know that a 1993 Discovery is not going to be rust free, but this one had spent some time in Spain, and has suffered only surface rust, so I bought it. The vendor put it through the MoT test and the only advisory was for the front tyres that are nearly at their legal limit.

I would describe the car as a '200', with the black headlamp surrounds, rather than Richard's, which is a '300' with the larger headlights. I like the look of the early headlight treatment; they also match my two G-WACs, and 'Blackie' my 1993 Tdi winter wheels. Chris's Mpi is also an early one; there is a very informative article about it by Alisdair Cusick in the January issue of LRM.



Chris's Mpi

Picture by Alisdair Cusick

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Range Rovers, all parts,
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**Located in the Midlands,
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My Mpi



Richard's Mpi

A few days after my purchase, she was insured and taxed, and James took me to Teesside in his D2 to collect her. We took a towrope with us in case of any problems, but we need not have worried as she drove home at 65-70 without a murmur.

She is quite untidy with a worn drivers' seat cover. I have a good one in stock, and some upholstery cleaner for the rest of the seats. The alternator drive belt was squealing rather badly when the engine was started, so the vendor sprayed it with WD40 to 'cure' it.

My first job when I got her home was to investigate the squeal. The belt is a flat type with five grooves and has an idler pulley and a tensioner pulley. The belt is very easy to remove, no fiddling about with adjustments to the alternator.

With the belt removed I checked the pulleys for wear. They felt fine, and when spun by hand they ran very smoothly. The belt was very badly soaked with oil and the grooves in the pulleys were full of rubber and oil. With a good clean up of the pulleys, and a new belt, the squealing has stopped.

Alisdair has advised me to have the cam belt changed, and I will give her a full oil service before I undertake any long trips.

457 flying high.

I restored my pre-production press launch 200Tdi Range Rover (K58YKV) on the drive in 2009, but didn't want to do this again.

We have a large rear garden but the only access is just four feet wide - so the answer was a 30-ton crane to lift her over the roof.

I was at work when she was lifted, but my wife, Georgie, acted as both photographer and banksman!



The picture shows the bodyshell section I have bought from Chris Hodson. The shell came from the South of France and has some rust, but much less than a U.K. car.

The main parts that are rust free, and which I need for 457, are the rear cross member and sections of the rear inner wings; I also have the roof, which is perfect (albeit a little dented from its journey on Chris' trailer!)

I bought most of the shell to scavenge parts from, but only the barest minimum will be replaced so that it will be the original '457' and not a replica. Most of the Range Rover (velar) press cars were rebodied as short cuts to restoration in the 80s and 90s, and I don't want this for a 25-year-old Discovery.

I estimate that about 70% of her original ex-factory red paint will survive, along with almost all of her outer alloy panels, which have responded very well to careful conservation. So she will retain much of her original ex-works paintwork.

The entire interior has really responded well to cleaning and localised repairs, and is now restored and bubble wrapped in the loft ready for the refit

Welding will start in the spring and hopefully she will be on the road again by the autumn.

