



Andy's G406 WAC

G-WAC Notes

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



DOC's pre-pro 5 door

*Wishing you all a Merry Christmas
and a Happy and prosperous New Year.*

December 2011

Another year almost gone and time to reflect on the progress that we have made with encouraging the owners of the early cars to try to save some from the scrap yard.

Three more owners of G registered cars have come forward with the intention of maintaining them in good order, and three more G-WACs have been accounted for. A few G-WACs have changed hands this year; David Ashburner has acquired three to sit alongside his G767NRH.

The Land Rover press have given our cause a mention this year. The September issue of Land Rover Owner International features an article about "[20 things To Do With A Rotten Discovery I](#)" and on page 52 it urges owners of the early 3 door models to save them. On sale this month is the January issue of Land Rover Monthly, where an article that includes the Discovery Owners Clubs' Discovery Birthday Party, mentions the G-WAC Enthusiasts' Group on page 50. (Now called the Project Jay Preservation Group)

With the help of contributors to the Notes, I have managed to produce 12 issue this year. I would like to thank Brian Radford for posting them all on his website. www.northmead4x4.co.uk/gwac_discoverys.htm, he has them all on there from May 2007. Graham Bethell has reworked his www.g-wacdiscoverys.net site, which he now describes as The Home of the Project Jay Preservation Group, and covers the restoration of G513DHP.

I now email, or post, the Notes to just over 100 interested parties who wish to receive them. If you no longer wish to receive them, please let me know, it will save on postage or cease to fill up your email inbox.

526 continues to run well and was on the Heritage run in May, on show at the Dunsfold Weekend in June and back on the Hoe in Plymouth for the Discovery Birthday party in October. A few local Classic Car shows have been visited and some of the Land Rover shows.

All that remains is for me to wish you all a Merry Christmas and a Happy and Prosperous 2012, and I hope to see a few G registered Discoverys at some Land Rover shows next year.

Roy.

Cam belt work on AMX907.

I thought I'd let you know the outcome of my cambelt problem. Paul Atkinson found that a helicoil inside the cam belt casing was loose, when he undid the bolt the helicoil fell out. We think that must have been the cause of the problem. I'd suggested worn crankshaft thrust washers causing the crankshaft to move forwards a little bit each time the clutch was depressed, but Paul ruled that out as a possible cause.

The cambelt casing is part number ERR1111, and currently listed as no longer supplied, but there are at least two companies still selling it on the Internet. However the list price is a rather eye watering £599.47 +VAT so I managed to find a good used one in Wrexham (for the bargain price of 20 quid) and I rushed up to Wrexham to collect it the same day.

That evening I cleaned it up and delivered it to Paul the next morning. The jovial conversation went like this... "Blimey, looks brand new" said Paul. 'Mm yes, so that will be £599 +VAT' I jokingly replied. "Make it any price you like 'cos it's YOUR bill!" was his reply. As the daily use work car (AMX907) was going to be off the road for a few more days, I fitted the new water pump to Shep (J979SHP) the following Saturday, that job went so smoothly I fitted a new heater blower switch on Sunday!

A couple of interesting things that I've found on ebay recently, firstly 280766093348 is a brand new sonar blue steering wheel for only £15 plus £9 postage. This is excellent value as the original Land Rover list price is around £130. I bought one for Shep even though its original steering wheel was in far better condition than most that I've seen, and I must say it has improved an already good interior. The other ebay thing I've bought was item number 120818922067 £9.99 plus £1 postage; a beautifully made steering wheel puller.

A chap who expressed some interest in buying my G534WAC did not get in touch and I'm rather glad he didn't, after reading Graham's excellent new website I'm all enthused again!

Nicholas.

Current known owners of launch cars. @ December 2011

G457WAC	Mark Wheatley
G461WAC	John Boucher
G463WAC	Ian Rawlings.
G465WAC & G526WAC	Roy Preston.
G469WAC & G524WAC	Lee Barnett
G470WAC	Frank Elson.
G478WAC	Meghan Timmins
G480WAC, G482WAC & G486WAC	David Ashburner
G488WAC	Clive Richfield
G490WAC	Rob Ivins
G510WAC	Nick Prior
G511WAC	Colin Crossley
G534WAC	Nicholas Webb

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

Other known launch cars on DVLA site.

G466WAC, G477WAC, G494WAC, and G525WAC

Other pre-production, G-WACs and early cars

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G316WAC	David Cox
G401WAC	Owner not known
G406WAC	Andy Baker
G410WAC	Robin Jeffery
G563WAC	David Spirrett.
G601WAC	Richard Haynes
G602WAC	Owner not known
G603WAC	Ian Redfern
G610WAC	John Stuart-Gay
G635WAC	Alec Gatherer

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G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G67 RYJ	Peter King
G226EAC	Discovery Owners Club
G324CBG	Robin Jeffery
G442AJM	Scott Seacombe
G513DHP	Project Jay Preservation Group
G656RYB	Graham Welch
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Virgin
G892VPM	M E Hall
G944UTT	Keith Taylor
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
3656 TW 24	Keith S L Daffern. (France)
AZ-829-TJ	Raymond Bechetoille (France)
Camel. Awaiting export to the USA	Robert Blanchard (USA)

G531DHP. Yes G531DHP, before it went to France

What a coincidence. Keith Daffern, from France, couldn't believe his eyes when he saw the article about our 5 door pre pro G513DHP.

He owns a Discovery, now registered in France as 3656 TW 24, which he bought in England to take back to France on 12th November 1991. It is a factory registered LHD 3 door car that was sold at one of those special ADT auctions that are held by car manufacturers.



The car had 150 registered on the odometer when he took it to France,

News of 535.

Unfortunately, bad news. It was bought from a landowner in 2004, who had used it for his shooting parties.

At that stage it was very rusty and deemed to be too far gone to repair, and therefore broken up and the parts used to build an offroader.



G535WAC in its prime.

So the wheels may still be turning, and I will see if there are any pictures of it in its current state.

Graham.

Work begins on the rusty bits. G513DHP

With the engine now starting on the turn of the key, I am confident it's in good condition. I have had her running for almost half an hour and the temperature is holding steady at normal and the water is circulating around the system, as it should do. The tickover is high, it's holding at around 2000 rpm - like the auto choke is on? and it seems to be running rich as well. I have fiddled with a few sensors and nothing seems to make much difference so I need to look further into this, perhaps the vacuum pipes are the next items to check. The exhaust system is completely scrap so it's been very loud while it was running in the workshop.

The drivers side inner wing seemed like a good place to start as it's in need of considerable repair or replacement. I removed the wing first of all to get a good look around the inner wing. It was not as bad as I expected - the worst part is in the engine bay, with little or no work needed on the wing side. There seems to be a good coating of a black substance all over the inside, which must have been applied when it was built.

My next task was to strip the inner wing down and then cut out the rusted sections and see what's left.



With the wing removed, this shows the black finish, with a couple of splashes of waxoyl towards the front and the upper section is in reasonable condition. The lower section is not so good, but a YRM repair kit would be perfect to restore this section. A view from above shows how bad this section is with several holes straight through to the wheel below.

Graham.

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", Dove Bank, Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714

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