



Tom's G466KUH.

G-WAC Notes

From the
Project Jay Preservation Group

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



Jack's G465WAC

April 2014

I am looking forward to the Spring Adventure Land Rover Show being held at Ripley Castle near Harrogate North Yorkshire, on the weekend of 17th–18th May.

The event is the only Land Rover show in the North, and was for many years held at the Driffield Agricultural Society Showground, North Humberside, (formerly East Yorkshire)

The Discovery Owners Club will have a stand at Ripley, where the theme will be 25 Years of Discovery. The club will have all four Discovery models on show and James and I have secured places in the display.

Our first Classic Show is at the Ripon Racecourse on Sunday 4th May, where Mark Woodward Classic Shows always has a very good turnout.

G488WAC is going to the USA.

Well, it is official, I, Robert Blanchard am the new owner of G488WAC.

I can say this now, since Graham Bethell took possession of her on Tuesday 22nd April. The pick up went fine and Graham just sent me a full report on her condition. Let's just say I came in at the right time. I knew about 75% of the issues, and there were a few others that popped up.

She was very dirty when Graham picked her up so I told him first thing to do is give her a good wash and cleanup. Once the years of grime have been washed away we can begin the restoration effort. I paid a bit too much for her but at the end of the day I am saving a piece of history.

First up are the mechanicals. Steering will have to be gone through with a rebuild of the box plus replacement of all the pipes and fittings (power steering). Next is the tune up which will most likely require both carbs to be rebuilt and I want a new timing chain, hopefully the seals are well, but we will only know once Graham gets in there.

Replace all the brake lines with stainless braided ones (safety), and then make sure we are good with the brake pads etc. Once that is done we are going to need to rebuild the transmission since syncro has gone away (just like my 97). Here I asked Graham to make sure we rebuild the original transmission and not replace it, it is very important to keep all original bits together.

When the above is taken care of we will tackle the body. First thing is to replace all the window rubber (it is cracked and falling apart) once she is mostly waterproof we will hit the welding. Here we start with the A pillars then will have to replace the whole boot. I'd rather do it right this time around. After that it is the inner wings.

The other big issue is the corrosion on the panels. I want to keep it as original as possible and will do for the foreseeable future or until everything else is done. If we do have to repaint, then the stickers will have to come off. Here is where I ask for your expertise. Is there someone reproducing these? If not what can we do to make a batch? I am sure if we make enough the sale of them will cover the cost to make.

Okay, that is it for now. I will give you some more information as I receive it from Graham.

Robert Blanchard. USA.

Robert's G488WAC is going off to the USA



G465WAC

I have a 1990 V8, G374UYR, but have wanted a G-WAC for some time. Roy let me have a look at his basket case, (his description, not mine) G465WAC, a few months ago. He was going to restore her at some time, but with two others undergoing some restoration work just now, he decided to sell her to me. He knew that a lot of TLC was needed, he did ask one of the Discovery Owners Club members to do the work for him, but they declined.

I work for BlackPaw 4x4 at York, an indie specialising in Land Rover repair & restoration, so know something about rusty Discoverys, and have been busy busy busy. What with work and "Her at the stables" and her horses. A major panic with the MOT on her D3 (despite being reminded on more than one occasion!) and more work and then this - I've gone and bought the G-WAC (didn't go down well with "Her at the stables" -that's unlucky then.)

So I've got G465 WAC and I'm getting to know her on an intimate basis, trust me - nothing I didn't know I'd be letting myself in for though. (I really need a name for her, will have to get the children to have a competition for this, although our Abigail will insist on it being called after some Fairy - the winged mythical type!!!)

The car is stripped out, all the interior, seats, carpet, headlining and the rear quarters are off - let the dog see the rabbit!!!

I need to sort out the transmission tunnel that's been cut to get the gearbox out by someone. but at the moment that's a ways down the list.



First things first - need to make her weather proof and that means sorting out the roof - hmm, easier said than done, as can be seen in the picture. Choices are, repair what's already there - tricky this one as the tin worm is well settled in in places that can't be either seen or got at, well not without cutting big good chunks out to get to. So the other alternative is to replace the roof, and this is the one I'm going to go with, big job yes, but what the hell, stops me getting bored and keeps me off street corners.

This week's quiz is - guess what I'm doing over the bank holiday?



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I will be detailing what's happening on a monthly basis.
Jack.



G466KUH for sale

I have decided after much deliberation, I will be selling my V8. My children are getting older, into various hobbies and I just don't have the time to enjoy it like I want to, and I do not want it to deteriorate beyond use. I have had it for 12-13 years so will be very sad to see it go.

If I sell it, as is - with the Wolf Rims and 750 XZL's, plus all its trialling gear - I'm looking at £1500... I know that sounds a lot but if I take all the gear off it I could easily get £500+ for the parts.

It's just flown through its MOT but it IS tatty - dents, bumps and scratches on bodywork - all repairable and not major. Mechanically it's in great condition.

Engine is original - except - 9.75:1 CR pistons, Torque Viper Hurricane camshaft, up-jetted carbs - estimated 180-190BHP, all new bearings during rebuild, new oil pump etc. G'box and T'box Ashcroft recon units 5k miles ago.

It could have some history - the metallic blue is not a colour seen on Discos before, and I have been told it's a Range Rover colour and may have been built as a colour sample.... who knows!!

I live in Caldwell, near Richmond, North Yorkshire. tompartridge@talktalk.net

Tom.



G-WAC Notes on websites

More articles on Graham's website, www.g-wacdiscoverys.net
grahambethell@virginmedia.com

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.

He also has another website to advertise Classic Rallies and shows.

www.northmead4x4.co.uk/gwac_discovery.htm
www.classicrallies.co.uk/index.htm

Northmead Online
www.northmead.co.uk



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.

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Current known owners of launch cars. @ April 2014

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	Nick Prior
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 known launch cars on DVLA site

G466WAC, G477WAC, and G525WAC

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G316WAC	David Cox
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G87 WAC (LR90)	Chris Simms	G405WAC	Harry Harrison
G97 WAC (LR90)	Ted Billington	G406WAC	Keith Britton
G226EAC	Project Jay Preservation Group	G410WAC	Alan Young
G513DHP	Project Jay Preservation Group	G563WAC	David Spirett
G279WAC	Neal	G601WAC	Chris Lowe
G302WAC	Sandy Andrews	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Jamie Menzies
G311WAC	Ivor Ramsden	G618WAC	Steve Ducker
G312WAC	Simon Purcell	G635WAC	Alec Gatherer
G314WAC	Owner not known		

Other early cars

A428JAC	Joel Prior	G757SGX	Paul Bishop
G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isaac
G67 RYJ	Alan Mitchell	G892VPM	Mike E Hall
G101GEL	Keith Britton	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G987LKU	Andy Greer
G234CBG	Dan Hunter	H776POJ	Duncan Campbell
G374UYR	Jack Straw	H871EWK	Mark Hardwick
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G466KUH	Tom Partridge	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	AZ-829-TJ	Raymond Bechettoile (France)
G711YRY	Peter Hares	LA DC 502	Dr. Diether Hofmann (Germany)