



Jon's G469WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Richard's G601BKV (before the tlc)

May 2016

It was good to have James out at a show with 534. I have been promised that there will be a few more G-WACs out this year.

Classic Car show, Ripon Racecourse. 1st May.

Well I would love to say that the day of the show was a bright, cool sunny morning to set off to Ripon for Mark Woodward's Ripon Spring Classic show... When I opened the curtains it was clear it was going to be a wet start, but I was hopeful it might dry up and have some sunshine, after all it is May...

As ever, Roy had arranged for stand space, and the day before the show I had got both the Discovery and the recently purchased Range Rover, all polished up ready.

The weather was awful. It was so windy that Patrick's gazebo gave up, and was bundled into the back of a car, after it went into self-destruct.

As we had taken two vehicles to show, we took Lucy's parents with us and decided to have a picnic etc. We ended up trying to use the Discovery and the Range Rover as wind breaks, and in the great British style, we made what we could of the day wrapped up in coats, drinking hot drinks.



Lots of interest on the stand, and a very well attended show. I was glad to get home and into the dry. No awards this time but who knows what might come at the next one.

James

Longhope Motor Show and Family Fun Day. 14th May.

Range Rovers dominated the motor show element of the day, with a large contingent of CVC Register members showing their launch factory registered P38s and other Range Rovers.

I went down to the Forest of Dean with the pre-pro 5-door G513DHP, my G526WAC has succumbed to injector pump wear and tear, so the pump and injectors are away at a specialist for overhaul.

513 did a creditable 20 MPG, which is not much worse than 526 was doing when I took her to the Stoneleigh show.

With plenty of food outlets and other traders at the village recreational ground, there was plenty to see on a fine sunny day. I bought two bottles of local wine and won another in the raffle.

The event raised £1800 for charities.



Longhope Motor Services had spent some time during the past 12 months rebuilding a P38 that was found in a scrapyards by Julian Lamb. It was kept undercover at the show until he was presented with the results of their labour.

George Thomson, (seated below) who is a retired designer of many Land Rover models, was present to congratulate Julian on his acquisition.

A great day out with fellow Company Vehicle Collection members, and a hope that someday we will be able to have a G-WAC Discovery day with more than three G-WACs present.

Roy.



Motor Show and Family Fun Day
On Saturday 14 May 2016
Longhope Recreational Ground,
Church Road
Email: lmsfunday@outlook.com



G272 WDL, a RHD 1989 3-door carburetor V8 Discovery in Mistral Blue!

Purchased after about a 6-month search online for an early Discovery to form part of my small Land Rover collection. I have a 1950 Series 1 80", a 1960 Series 2 hard top and a 1971 Suffix A Range Rover, all restored, and have just sold my late Series 2A.

So I was looking for another project and have for a while thought that an early 2-door Discovery would be a nice addition to the line-up, particularly as they are relatively undervalued at present and having owned an L registration 2-door back in the early 2000's!

I spotted G272 WDL on Car and Classic, for sale in Canvey Island. She didn't look much in the photos but upon arrival I was very pleased to see that she retained the original Sonar Blue interior in very good condition, and apart from the addition of numerous stickers (including the ubiquitous "One Life - Live It" stickers!), was largely original and unmolested.

A quick poke around confirmed no terminal rot, and clearly had been well looked after for the majority of her life, and a deal was done.

When home, I started doing a little research in to these early cars (I knew very little until I read all of the G-WAC Notes!) They proved to be a gold mine of information, and confirmed that G272 WDL was indeed a very early car. With the smooth rear door handle, bonnet pull on the drivers' side, no dash vents, and even still retains the centre console handbag with the earlier type horizontal securing strap holes



and the blue piping, which was lovely to have confirmed as an early 'launch' bag.

The bonus was finding the original manual in the base of the bag, sadly missing its fabric cover, but present nonetheless. Removing the very tired plastic wheel cover trim off the spare also revealed another nice surprise - the original Goodyear Wrangler tyre and its original early silver plastic spare wheel trim with the early "Discovery" sticker across the centre.

Registered on 23/11/1989, chassis number GA395597 and very early engine number 27G00053B. I have received my Heritage Certificate back from the BMIHT, confirming the car was built on 4th September 1989, and dispatched to Julians of Reading on 30th October 1989. As the dispatch date to the dealer was pre-press launch, I am guessing that she was sent as a demonstrator at Julians as they were a large dealer in the area at the time.



The car was on a SORN when I bought her but the MOT had only recently run out. I took her down to my local 'Land Rover friendly' MOT centre, where she failed on a few relatively minor items. A new steering box, steering damper, body mount and a few bulbs and bushes replaced and she has an MOT. So I can at least keep her running around whilst I continue with the rest of the work required to get her back in to shape again.

A happy few hours was spent with the heat gun last weekend removing all the stickers. A closer inspection of the body has confirmed that it is basically sound, but there are several areas of rot that need dealing with (top of rear door frame/roof, top of roof above windscreen etc.) so when funds and time allow I will cut out the rot and prep her for a full respray, as too much of the paint is too poor to just blow these repair areas in.!

In the meantime, I managed to source a set of good Dunlop steel wheels from the last Newbury Sortout to replace the current Range Rover alloys. A friend is shot blasting and powder coating them at the moment. I have even managed to find a matching set of sound and unperished Goodyear Wranglers for the wheels when they are done which I am very pleased about.!

The engine runs like a sewing machine and catches immediately with the correct application of choke. She came with a nearly new full "SS" stainless steel exhaust fitted, including tubular headers. Sadly, the smooth mechanical tune of the V8 is spoiled by a permanently switched Kenlowe fan at present, so I will be removing that and re-fitting a viscous unit again when I have sourced one.!

I have just had a new front registration plate made as well, using Dave from DMB Graphics to produce a pre-2001 font plate, in keeping with the car's original rear square plate.



Andrew

Alpine windows on G534WAC.

After waiting long enough and putting it off, and seeing the terrible state they were in, I finally decided to have a go at replacing the Alpine window seals on 534. I could see how much water passed through them when washing the car after its winter sleep

I purchased the seals and removed the driver's side first. Getting the old ones out was easy and took no longer than 10 minutes. But two hours later, some plasters and a few curse words, vast quantities of washing up liquid, countless cups of tea, the window was back in with its new seal.

I spoke with Roy about the task, and he advised buying a weather strip tool. After a look on eBay I found one at £20 including delivery. It looked brilliant, so encouraged by the thought of an easy job, I started on the passenger's side. As before, in less than 10 minutes the window was out and I was getting the new seal ready to go in.



This time, instead of washing up liquid, I tried using baby oil and a syringe (one of the hundreds I have from the countless bottles of Calpol that we have purchased with having two children) the baby oil did lubricate better, but also made handling the glass lethal as I almost dropped it twice (I actually think the neighbours had come out to watch this time, as some sort of comedy sketch, perhaps it was funnier than that afternoons episode of Jeremy Kyle).

This time, one hour later, no cut fingers, some curse words and two cups of tea, it was in.

The use of the new tool definitely improved the change time, but it was not much easier let me tell you.

The corners were hardest, and for the last two inches I resorted to the previous technique of the screw driver. I still have to do the boot windows, but I am trying to syke myself up for it, and possibly might leave it for a show, for something to do of an afternoon.

James



Hutton-in-the-Forest Show. 29th May.

The Mark Woodward 'Cars in the Park' show at the country house, is a very pleasant place to rest in the sun and take your picnic from the boot of the car.

A Grade I listed country house in Skelton, in the historic county of Cumberland, which now is part of the modern county of Cumbria. It has belonged to the Fletcher-Vane family, latterly the Barons Inglewood, since 1605.

With G526WAC being out of service just now, (a report about the problem next month) I took the pre-pro 5-door, G513DHP, for the run up to the Lakes. There is still a lot of road widening on the A1, so a steady speed of 50 MPH did help a lot with the fuel consumption of the V8i.



The commentator at the show is very knowledgeable of all the models that are shown at these local car shows, and has a good knowledge of the early Discoverys.

When it was time for 513 to be displayed in the arena, he took some time to describe her to the visitors, and gave me a few minutes of air time.



The judging of all the cars that had been entered in the arena was complete by 3.30 pm, with the winner being a stunning Jaguar XJS.

Roy.

