



Alan's G67 RYJ

G-WAC Notes

From the
Project Jay Preservation Group

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



Sue's G834FPR

August 2012

There has been a number of shows in the North this last few months, James has joined me at two shows already, with his newly acquired 534 from Nic, and with the two G-WACs sat side by side they attract quite a lot of attention.



Stately homes are always an attraction for the classic car fraternity, Ripley Castle, near Harrogate is my local venue and hosts two events in the summer. A bit further afield in Co. Durham is Raby Castle, further north again was a village show at Corbridge, Northumberland, and I even crossed into Red Rose country to Lytham Hall in Lancashire.

The new Land Rover Show at Eastnor Castle in Herefordshire was our latest trip, the venue is very attractive but when wet it is a bog. We sat on the Discovery Owners Club's stand.

Unfortunately the arena was too wet for many vehicles to enter so only a few were allowed in. A pity really as 526 would have made a good talking point for the commentator, as 526 is one of the four Discos featured in the September Issue of LRO.

Wanted. Haynes Land Rover Discovery Restoration Manual by Dave Pollard.

I have been looking for ages for the above, with no success.

<http://www.amazon.com/dp/1859604455/ref=nosim/?tag=emarket00-20>

If anyone else wants a copy, e-mail me, drdorling@btinternet.com, and I can ask Haynes about the possibility of doing a reprint?

I was thinking of asking Haynes for an on line Club discount at the same time!

Dave.

More work on 603

Since I last wrote, thinking that 603 may want transfer box work, I had a Land Rover buddy who is a bit more clued up than me on these things, take her for a good spin and on his return said 'doughnut'!

Realising that the 200 did not have a doughnut, he went on to say that he thought the droning was down to the U/J on the rear prop and he thought the Radius Bar bushes may well be on the way out too.

I got these changed and she feels much better. 603 is fitted with the R380 gearbox. Graham told me that she was a test bed for this gearbox ready for the 94 on models, and Bill Morris was testing it out. It may be interesting to find out what the whole story is on that one.

There is still a bit of a whine but that's just me being fussy because the Mrs says she can't hear it, and my LR buddy says he has heard worse on Discos 10 yrs younger and half the mileage. 603 has just passed her MOT as well.

In light of this we have been using her a lot and have covered more than 800 miles in the last few weekends. My parents gave us a family English Heritage ticket as a present so we have been to Lullingstone Roman Villa, and went through the ford that the kids loved!



On another weekend we went to Stonehenge, Salisbury and Avebury Stone Circle. We had better take it easy because she's on restrictive mileage for the insurance!

Ian.

PETER JAMES INSURANCE.
772 Hagley Road West, Oldbury,
West Midlands. B68 0PJ.
Telephone:0121 506 6040.



Ripley Castle Classic Car Show, 5th August.

The run up to my second classic car show in as many weeks as an exhibitor and I was back out again polishing up 534. I am sure all the neighbours think I am crackers by now as they don't see it as a classic car (it's ok, I don't either, but some day you never know. it happened to the humble Ford Anglia so there is hope yet).

The morning started bright and warm and after being let down at the last minute by a friend who wanted to come, I was running a little behind but set off for Mr Preston's to head to the show in convoy (or was it that really I have no idea where I am going and now use the services of Prest Nav, it's not got me lost yet.).

We arrived at the show and were pointed in the direction of a hill with more Land Rovers parked on it. After setting up and the ceremonial bacon sandwich consumed, it was time to listen out for the loud speakers to hear what was happening in the arena for the 80's cars and the 4x4's, to take both our vehicles in to get involved with the spirit of the event.

I had managed to have a walk around the show and see what was available in the auto jumble, and was a little disappointed with what was on offer as I had a little shopping list but wasn't able to tick off anything on the list. I did managed to find a book on Disco's about the history of them to date and found it to be very interesting.



A call for the 80's vehicle came out and a quick hop back to the car and we went in, I think the best 80's car was given to a stunning XJS (would never have thought of them as stunning 10 years ago but I am sure you will agree they have got better with age) and it was back to our vantage point on the hill until the 4x4's were called in.

I had a look round at the other cars in the 4x4 class in the arena, and got chatting to the 109 Carawagon owners (total of four) that had camped at the site. Unbeknown to me, the dark clouds had rolled in with an almighty flash of lightning shooting across the sky, followed by a boom of thunder. As I looked across the show ground an impressive simultaneous action of the all the convertibles roofs going up tickled me as I headed back to the car.

Just at that moment the call came for the 4x4's to enter the show ring and Roy and I headed down the hill and found a space side by side just as the heavens opened and the rain poured down, halting the judging for some time, enough for me to fall asleep and then be woken up after it had stopped raining, by someone tapping on the driver's door glass, who turned out to be the judge wanting to know about 534.

After a good talk with the judge, I thought nothing of it, as the selection of classic 4x4s in the arena with very nice Series 1 & 2 would certainly be the judges favourite. I waited to head back out again; I listened out for the announcement and the queue to head out "the winner for the best 4x4 is.... James Brackenbury and his 1989 Land Rover Discovery".

With a great surprise I immediately looked over to Roy who had the biggest smile on his face. So I had heard right, I thought to myself. I jumped out of the car to meet the judge to get my award. I am sure a few owners of the old vehicles didn't believe it; I then had to stay on till the end of the show and go back into the arena for Best in Show and took a photo of 534 sat next to some beautiful vehicles.

I am pleased to say I didn't win the Best in Show category, as I am sure everyone else would think it had been a set up.

James.

New Owner for G67 RYJ

G67 RYJ is an early 1989 200Tdi Discovery that has been on the radar of the G-WAC Notes for some time now. Earlier this year, it was sold by its previous owner, Peter King to Foley SV Ltd, and we wondered what fate awaited it when it found a new owner.

Thankfully, its new owner is Alan Mitchell.

No stranger to Land Rovers, Alan has owned or co-owned around 20 models over the last decade, been featured twice on the cover of Land Rover Monthly, and comes from a family who only buy and drive Rover group products.

Alan traded his March 2011 LRM cover car Defender into Foleys and purchased the Discovery.

He wishes to preserve G67 and restore it to showroom condition. In the one brief month that he has owned it he has already managed quite a lot.



New Hella spotlamp grille fitted

He has replaced any of the peeling sonar blue interior trim with some new old stock items from Dingcroft, also removed the now quite rusty original accessory bullbar and replaced with a Hella spot lamp grille, original number plate holder and a new set of number plates made up in the original factory style.

Mechanically, she has been given a full service, along with a new timing belt kit, new water pump, new glow plugs, all new fluids, new brake discs, pads and refurbished callipers

Cosmetically, she has had a full machine polish and wax, with a full underseal and wax injection treatment, repainted original wheels, new general grabber tyres and repainted roof rails.

Alan has also contacted Caffyns of Lewes, the original selling dealer, and got them to send him a tax disc holder and keying.



Finally, original Discovery waterproof seat covers, genuine tow bar kit, and new genuine key blanks cut to suit, have been purchased and installed.

Alan wishes for the vehicle to look just like it had rolled off the pages of the 1989 brochure, and will be doing even more work to preserve the originality of the car as time goes on.

