



James's G534WAC

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Kevin's G610WAC

## September 2014

I have tried on a number of occasions to get our enthusiasm for the early Discovery noticed by the classic car press. I believe that the Publicity & Press Officer of the Discovery Owners Club has also tried to get a mention of the fact that the Discovery is 25 years old this year.

The October copy of Classic Motor Monthly came across my doorstep today, and what a very pleasant surprise to see in the centre of page two, a three column wide article about the birthday party. Included in the article is a picture of 526 at the local Mark Woodward, Autumn Classic Car & Bike show, at Ripon Racecourse on 31st August.



CMM is a monthly newspaper devoted to classic car clubs and the shows that enthusiasts regularly visit. I receive the paper as a subscriber, but they are offered free to the visitors of the many shows about the country.

Not long to the big show at Plymouth. I hope to see all the known faces there, and many new faces too.

## 2.0 Mpi

I have for some time thought about saving an Mpi, but none have been for sale recently. Then just as I am fully committed to two other restorations, two come up for sale. Now that the pre pro is finished, almost, I intend to start on G478WAC, and then the A registered 5-door.

One is with Chris Hodson, in Staffordshire. An L reg in blue with 7-seats. It is not taxed but has just had an MoT pass. Chris is asking £1500 for it and can be contacted on 07842 818294.

The other is in the North East, but I have no details yet, except to say that the owner intends to fit a Tdi engine. If he feels that the rest of the car is good enough to take the time and expense to fit another engine, then I would suspect that the car will be easy to restore. I am still hoping to see the car soon.

If you are interested in an Mpi restoration, do let me know.

Another one, but not for sale, is with Richard Bates. He is a V8 enthusiast and bought the car because he was told that it had a petrol engine under the bonnet. It has, but when the bonnet was lifted, to his surprise, it is a 2.0 Mpi.

I hope to have some details for the October Notes.

Roy.

## Rear door seals in blue

Kevin Bond (G610WAC) ordered a seal from me, (see June Notes) which I collected from Duckworth Parts at the Peterborough Land Rover show on Sunday 21st. They are brand new, old stock, and come in a sealed plastic bag to keep them clean.

I have fitted one to 526, which on first sight looked a bit small. However the seals are quite flexible and need a little stretching as they are fitted.

The seals, MXC2687JUL, are circular with a joint but have no shape. Using a wooden mallet and starting with the seal joint at the centre of the bottom of the doorframe, I tapped it into place, working from the centre, stretching it as it was fitted round the frame.

The Parts Manager at Duckworth Land Rover, Kevin Bates, has offered to search for any items that we require for our early Discoverys. If you are in need of parts that are listed as no longer available, Kevin will do his best to find them for us.



You can give him a call on 01673 842101, or email at: -

kevinbates@duckworth.co.uk and mention that you saw the offer in G-WAC Notes.

## PETER JAMES INSURANCE.

772, Hagley Road West, Oldbury,  
West Midlands. B68 0PJ.  
Telephone: 0121 506 6040.  
www.peterjamesinsurance.co.uk



### G513DHP, pre pro 5-door. Tested and taxed.

On the road at last, and what a powerful beast it is, up to 70mph in no time. With just an MoT advisory on the windscreen, because of a chip, it sailed through the test after Ripon 4x4 had checked it over after my pre MoT check.

There is a slight knock from the rear suspension, which I suspect is the A frame ball joint. Perhaps some water has got in there, and after five years being stood about, the rust has probably been dislodged and now the ball is loose in its socket.

513 is now in the paint shop. To save time and cost, I removed the bumpers, plastic sills and the door cards. There are still a few jobs to do to it when it returns home. A spare wheel carrier to fit, a broken spring to replace in the n/s front door lock, the gearboxes and diffs need an oil change. The central locking does not work, but all the doors will lock from the inside.

While it is away I have been cleaning the door cards, replacing the broken pockets on the driver's side door card. From my stock of wheels and tyres that I have about the house and garden, I have identified five

Pirelli Scorpion S/Ts. Some on steel wheels and some on the newer type of alloy wheel, so I need to get them all on the same type of alloy, the type that are fitted to G226EAC.



I have done a fair amount of scraping and painting of the chassis and under-body steelwork, but it is not complete yet. If I don't have time to finish it before the trip to the Plymouth Birthday Party on 10th October, I will have to regard it as "work in progress".

The paintwork is generally good, but the lacquer is peeling on the driver's side, where it may have been sat in the sun for so long.



There is the usual aluminium corrosion at various areas, which can be killed with modern treatments and painted with an etch primer and undercoats, before the application of the topcoat.

I am looking forward to seeing the Foxfire Red paintwork shining again.

**Current known owners of launch cars. @ September 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	Mark Dixon
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)	G347WAC (LR110)	Ron Boston
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 Spirrett
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	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer
G316WAC	David Cox		

**Other early cars**

A428JAC	Roy Preston	G767NRH	David Ashburner
G28 RMW	Glyn Jones	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Craig Puesy	G942UTT	Keith Taylor
G101GEL	Keith Britton	G987LKU	Andy Greer
G229TDV	Wesley Beynon	H776POJ	Duncan Campbell
G234CBG	Dan Hunter	H871EWK	Mark Hardwick
G374UYR	Jack Straw	J140OAC Ambulance	Neil Witt
G442AJM	Scott Seacombe	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G656RYB	Graham Welch	LA DC 502	Dr. Diether Hofmann (Germany)
G711YRY	Derek Henman	G—YBE	Ashley Culling
G757SGX	Paul Bishop		

## More work on 465.

So we've about nine days until Plymouth and I've a car that's still in a thousand bits, so it's touch and go as to whether I make it. But it won't be for the lack of trying - currently working till 10 every night and all Sunday. Up to press the roof's done, the boot floor and rear inner 1/4s, both inner wings and I am working on the floor and sills.

Taking the front wings off to assess the situation probably wasn't the greatest idea I've ever had. I knew there was some of the tin worm set in from the usual places i.e. where the clips for the arch liners go, but that was just the start!!!

It got better from this point onward...not! Following the rot round, led into the front body mounts and even though I could have just plated them up and re done them at a later date, I'm already in here so time to bite the bullet and get them done. The mounts were cut out and new ones fabricated and let in, and yes before anyone says anything, the ends of the chassis rails were repaired too (the only other holes on the entire chassis)



I know you can buy ready made - up replacement inner wing sections, but in keeping with the idea of retaining as much of the original as possible I set about the repairs.

All the rotten bits were systematically cut out and new parts made and let in, I even remembered to weld the captive nuts for the upper wing rail before welding on the inner wing stiffener.

So finally I got to the completed article. Now I get to do it all again on the other side.

There are some images of what was done here: -

[https://www.dropbox.com/sh/k4s93jfbvvsx ... uyWTa?dl=0](https://www.dropbox.com/sh/k4s93jfbvvsx...uyWTa?dl=0)

Jack.

### G-WAC Notes on websites

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#### [Home of the Project Jay Preservation Group](#)

More articles on Graham's website, [www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net)  
[grahambethell@virginmedia.com](mailto:grahambethell@virginmedia.com)

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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\\_discoverys.htm](http://www.northmead4x4.co.uk/gwac_discoverys.htm)  
[www.classicrallies.co.uk/index.htm](http://www.classicrallies.co.uk/index.htm)

*Northmead Online*  
[www.northmead.co.uk](http://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](mailto: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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