



Oliver's G989ELJ

G-WAC Notes

From the
Project Jay Preservation Group

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



Ian's G253RFL

September 2017

The article by Chris Ward (page four) makes interesting reading. The Discovery price list at the launch, LRD513, must now be a rare collector's item. Graham is our archivist and has many of these early brochures in safe keeping. If you have any spare brochures, he will be pleased to store them for the group.

I look forward to seeing you at the Birthday Party on Plymouth Hoe, www.discoverybirthdayparty.co.uk, where Julian's fully restored 457 will be on show. 14th October 2017.



Stripe Treatments Graphics, now available

Richard has had the artwork done for the stripe treatment for Land Rover part numbers: -RTC9554 (blue keyline) and RTC9555 (green keyline) They can be obtained from www.signspeed.com.

Priced at £225.00, Postage £15.00 plus VAT = £288.00. for the full set, both sides.

Please speak to Freya at 01646 651799 or freya@signspeed.com

Fitting is available at their Cresselly workshop and is charged at the standard rate of £60.00 +VAT per hour spent applying the graphics.

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Roy

New owner of G989 ELJ

I was prompted to write to you as I purchased the vehicle at the end of July.

As a long-time keen Land Rover enthusiast. I have been aware of G-WAC Notes for some time and I have been keen to write to you since. A real co-incidence that you spotted my Facebook post on the Discovery Owners Club page recently.

My car is a March 1990 registered 200Tdi. 5-seat in Metallic Mistral blue. A friend purchased the car in March of this year with the hope of restoring it, but soon realised he had too many other projects of his own to complete. I had an early 1998 Td5 which needed some work, but having never had a 200Tdi before, I thought I would rather have this than the Td5.

It is very original, meaning that the body needs a lot of TLC in time, but with just over 106k miles on it, she drives really nicely and averages 30mpg on my short commute, and has the removable bag in the middle, which is nice.

I have obtained much of the history for the car. I have the original insurance document for when the car was brand new (estimated value of £18,000), the original handbook with Sonar Blue padding, Land Rover stamped service book including PDI and running in service.

The book is complete until about 1997, with some receipts following that. I'm still not completely 100% with the available options at the time of launch, but I think the only options she has are the alloys, the twin sunroofs, electric windows, and 2-speaker stereo. Originally there were some spot lamps, though I can't remember their branding.

Long term plans are to restore her. I'm just in the final steps of restoring my 1991 Range Rover Classic, which looked a lot worse than the Discovery did when I bought it three years ago.

For now, she is my daily driver and I've got a lot of big trips planned for next year.

Oliver

1989 Discovery wanted.

I am looking for an early Discovery 1. In the ideal world, I would like a 1989 registered vehicle with diesel engine and manual transmission.

Due to limited garage space, I need a vehicle that is up and running and rot free.

Looking at current prices I think my budget is very reasonable and would buy one of the better condition vehicles.

If anyone has one for sale or might consider selling, I would be happy to discuss it with you.

Please call my mobile, 07980 785112. I'm available all day.

Andrew

Restoration of G463WAC. Conclusion, (for now)

By May Bank Holiday, of 2016, I had started rebuilding the rear axle. This axle had been fighting back all the way. 463's original back axle is still currently lying under 480, as her axle had given way just prior to her MOT. I still had 480's rear axle case, which was picked up by David Ashburner (current owner of 480) after I bought a 1989 axle from him earlier in the year. David had promised to return 463's axle when he reunites 480 with her repaired casing.

As it turned out, this donor axle wasn't much better than the old one off 480, so that has ended in



the stockpile. Next up was a 200Tdi axle from Yorkshire that looked ok, but after spending a day cleaning it up, it just wasn't good enough. I then happened on a nearly new axle case that had been lying in a damp shed. It needed a good clean but it was as described and looks brand new.

During May and June, both axles were built up and fitted. All new genuine Timken bearings fitted, including all new genuine seals. The diffs looked in good order so were cleaned, painted and refitted. I did struggle with the brackets on top of the swivel housing and I had to use some taken from my donor as these parts are no longer available.

I've come across a number of parts no longer available, such as a couple of the fuel pipes, brake brackets, odd springs, window rubbers etc. and this shortage of spares is only going to get worse.

On the 4th July, for the first time since August 2007, G463WAC rolled out into the sunlight on her own original Camel Trophy wheels.

I've still to attach the steering rods permanently, and the next items will be the brakes and fuel lines. The brakes will either have new genuine calipers or

refurbished originals, and at that point I am ready to start work on the engine, gearbox and transfer box.

The gearbox will be going off to Ashcrofts, and the engine will have a top end rebuild as there wasn't much wrong with it when she was laid up. But it will all be checked over.

The shell will be going over to Dave Ryan for the stage one work, as in welding repair, painting white inside and painting the roof in Sandglow. Later she will go back for a full outside respray, but will remain white inside as per how Land Rover prepared these vehicles after the press launch.

So literally, 463 is having a nut and bolt rebuild. The cost so far is just shy of £5000 including a costing for the gearbox rebuild. Is it worth it? Well anyone doing these things must weigh that up for themselves.

At this point it's not an investment on the scale of the Press Launch Range Rovers, and how often is the early Discovery dismissed as not classic enough. My view is, it is worth it to me and she will get used for touring the continent and attending shows. She will also be unique. After being hand built on the line at Solihull in 1989, and now being hand built in my workshop by me, with a little help from my friends.



With any luck, the plan is to reunite the shell with the chassis by late September, whereby she will sit out the winter under protection from the elements. It's my aim to have her finished by late May 2018, I'll keep you updated.

Ian Rawlings

Honda Crossroad. L270MCF

When I first bought G526WAC, a 200Tdi, I thought that I ought to have a V8 G-WAC to keep her company, so along came G478WAC, a V8 on carbs.

After a while the pre-pro 5-door came into my care from our Project Jay Preservation Group. Then the 2.0 Mpi caught my eye, a 200 shape would fit in quite well. A 1993 model, registration number L637LRX, was purchased just before the owner was about to replace the Rover 1994 cc T16 engine with a Tdi.

I thought that surely, I must now have a set of rare Discoverys. But no, there was still an elusive Land Rover Discovery out there, a Honda Crossroad.



My spies have been on the lookout for one for a number of years, I have even been in touch with the importers of Japanese Discoverys, but without any success until recently.

Who else but James Brackenbury would find the elusive Crossroad for me?

Honda rebadged and marketed the Crossroad when market research indicated that SUVs were becoming popular in Japan. Honda bought the rights to the Discovery D1 from Land Rover, and had it placed in the Japanese SUV market from 1993 to 1998. The partnership ended when BMW bought Land Rover. Some Crossroads were also sold to New Zealand.

With the end of the Crossroad in the Japanese SUV market, Honda replaced the model with the CR-V. The Crossroad name was reintroduced briefly by Honda in 2007, until 2010.

So, what have I got? A 5-door 3.9 V8i auto, on gas, in Carrigada Green micatallic, beige interior and Weller steel wheels. Imported in 1999 and registered with an age-related plate.

As a 5-door she should be on Cyclone alloys, the 3-doors were on steels. I have a set of Cyclones in stock, and will be shod with a set of Kumho Road Adventure ATs, which I also have in stock

The panels are all straight, there is some rust underneath, but not excessive. The steering lock is damaged, a stolen/recovered car, but I have a good column with keys.

She was misfiring very badly, but using my 'burnt finger' test on the exhaust manifold, I soon found that 5 and 6 were not hot, and therefore not working. 6 and 5 are next in the firing order sequence, so I thought that a crack in the distributor between the segments would be the problem. But it was nothing so drastic, the two leads in the distributor were in the wrong place, so just swapping them cured the miss.

I wonder how many Crossroads there are in the UK? She is parked up now until I get 478 ready for the trip to Devon. Mark is going to do a 'body off' restore on 478, for the 30th Birthday Party at Plymouth in 1 2019.

Roy

Show dates 2017

October

1st	Newbury 4x4 Spares Day	Newbury Showground, Chieveley, Berkshire. RG18 9QZ
14th – 15th	Discovery Birthday Party.	Plymouth Hoe. www.discoverybirthdayparty.co.uk

November

5th	Restoration Show	Stoneleigh Park.
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G---WAC Owner emblems on shirts

I can produce embroidered emblems on shirts, jumpers or hoodies. The prices are as follows: - Shirts £13.00. Lots of colours. Polo shirts £10.00. Jumper £13.00. Hoody £17.00

Also in children's sizes, and most other items if anyone would like something different. All prices include embroidery.

Jane Gray. janegray147@yahoo.co.uk
(G308WAC)



Land Rover Discovery I: Cheap at nine-tenths of the price

If you walked into a Land Rover showroom in late 1989, (most likely wearing nylon parachute pants and listening to MC Hammer on your Walkman cassette player), you would have had the choice of two models for the newly launched Discovery. A diesel Tdi or petrol V8 version, both of which came with the Jasper Conran designed sonar blue interior.

The Tdi and V8 models were both priced at £15,750, which comprised the list price (£12,642.14), car tax (£1,053.51) and VAT (£2,054.35). This entry-level price included power steering, radio and rear mud flaps but the luxury ended there.

Shrewdly, Land Rover offered a range of optional extras where customers could 'personalise' their car, which allowed the company to keep the basic list price below that of its competitors. Indeed, Land Rover invested wisely in customer research in this area prior to launch, and many customers opted for at least some form of optional extra.

These were available as Value Packs (VP1-7; in the LRD 513 price list brochure): The electric pack (VP1) comprised electric windows, key operated central door locking, headlamp wash and electric and heated mirrors, and could be yours for £525 (including all taxes).

The security pack (VP2) consisted of a roller blind load area cover and a 'demountable stowage bag' and cost £225. Many of us will wish that fewer customers had opted for VP3, the sunroofs (called 'twin sun hatches' in the brochure, which is certainly an optimistic view of the British weather and now probably better described nowadays as 'rain water ingress hatches'). These came with a storage bag for the removable front glass unit, and would set you back £325.

A 'Hi specification audio system' made up VP4, which would get you a Clarion stereo/radio cassette with dashboard remote controls and four speakers for £450. VP5 was the 'two inward facing folding seats mounted in the load space area' which came in at £375.

Air conditioning (VP6) was only available on the petrol model and would set you back a cool £1,290. Want your car in a different colour? That'll be £155 for black or £250 for the metallic and micatallic finishes (VP7).

The external optional extras offered were the roof rack (VFE1, £200), towbar and electrics (VFE2, £120), front mud flaps (VFE3, £32) and, restricted to the petrol model, a catalytic convertor (VFE4, £325).

For those facing arithmetic issues in trying to work out the cost of all of these extras, Land Rover helped with a Special Value Pack (SVP1) consisting of VP1, VP2, VP3 and VFE1 for £1,050, a saving of £225 on the individual list prices.

After factoring in all the optional extras available in the LRD513 brochure, a top of the range diesel Tdi cost £18,027 and a petrol V8 £19,652. Some say that the early models will reach these values in a few years time, if we are to believe them, ([they are already there, see September issue of Practical Classics magazine. . Ed.](#)) but how do they compare in today's prices? The basic Tdi/V8 models would cost £38,821 in today's money, which is around 9/10th the price of the new 2017 Discovery (£43,995).

A top of the range Tdi Discovery I comes in at £44,434 in today's money, compared to a whopping £70,317 for Land Rover's latest Discovery 5 diesel model with all the trimmings.

Now, if all of this makes you yearn for the good old Discovery I days, when optional extras were only a minor part of car sales, then think again, I haven't got onto the angled ski holders, gun clips and the sailboard carriers yet.

Chris Ward



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*Subject to availability from Land Rover

Current known owners of launch cars. @ September 2017

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	Lee Haywood
G463WAC (Camel training hack)	Ian Rawlings
G465WAC	Jack Straw
G469WAC & G490WAC	Jon Chester
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G494WAC (Camel training hack)	Mark Harrow
G496WAC	Rob Ivins
G510WAC	Mark Dixon
G511WAC	Colin Crossley
G531WAC	Ashley Culling
G534WAC	James Brackenbury

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

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crookston
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G361WAC (RR)	Julian Lamb
G266BJU (5-dr)	Julian Lamb	G395WAC	Sean Coleman
G513DHP (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G84 WAC (LR90)	Mike Smallbone	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G175WAC (RR)	Julian Lamb	G553WAC (LR90)	Gary Smallbone
G179WAC (RR)	Roger Fell	G563WAC (Camel hack)	David Spirrett
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Julian Lamb
G302WAC	Lee Haywood	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	Mike Smallbone		

Some other factory registered cars.

G580BKV	Patrick Berry	L489WAC	Mark Harrow
G601BKV	Roy Preston	L490WAC	Mark Harrow
G628BKV	Alan Young	L580WAC	Mark Harrow
L470WAC	Jacob Lamb	P647KAC	Patrick Berry
L479YAC	Stuart Laird		

Other early cars

G28 RMW	Glyn Jones	G656RYB	Graham Welch
G39 WJD	Bob Jolleys	G711YRY	Derek Henman
G41 VHA	Simon Tinkler	G757SGX	Paul Bishop
G43 KWO	Victor Mitchell	G834FPR	Sue Virgin
G67 RYJ	Alan Mitchell	G843FPR	Jon Isacc
G101GEL	Robert Hoskins	G892VPM	Mike E Hall
G115UKE	Graham Wollerton	G907VYT	Alan Young
G130KWO	Ian Phillips	G923PUE	Nigel Burland
G203DPF	Simon Andrew	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G950CAF	Elvet Price
G234CBG	Dan Hunter	G956RKM	Martin Smith
G253RFL	Ian Phillips	G987LKU	Andy Greer
G272WDL	Andrew Maclean	G989ELJ	Oliver Tebbutt
G374UYR	Jack Straw	H83 YYN	Richard Llewelin
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G425OWB	Chris Ward	H353DJA	Peter Boardman
G436GUY	Andy Jones	H367OBE	Dave Mummer
G441WPX	Mark Harrow	H743VAB	Ted Andrews
G442AJM	Scott Seacombe	H776POJ	Duncan Campbell
G456AVT	A Burchel	H774SVF	Simon Andrews
G462AVT	Archie Cursham	H994BUU	Richard Mahoney
G463HNK	Peter Murphy	J463HVK Ambulance	William Wallace
G553OWD	J Herod	AZ-829-TJ	Raymond Bechetoille (France)
G560EDY	Julian Lamb	3656 TW 24	Keith S L Daffern (France)
G577TGY	Craig Pusey	Formerly G531DHP	
G580PNU	Ian Rawlings	LA DC 502	Dr. Hofmann (Germany)

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