

# G-WAC Notes

From the  
Project Jay Preservation Group

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



James's G534WAC



Kevin's G610WAC

## October 2014

From 1st November, G526WAC will be on a SORN for six months, tucked away in the garage. I still have my "winter" Disco on the road, so I won't get withdrawal symptoms from being without a drive in a Disco.

The rear body crossmember is looking a bit crusty, so I will have to remove the bumper at some stage to see what lurks behind it.

## G457 WAC.

I have been working on G457WAC, but extensive rot to the roof has slowed me down considerably. I am taking it slowly so that it ends up being a decent job that retains as much of the original body parts as possible.

I had hoped that she would be ready for the Plymouth celebrations, but unfortunately she was not ready to make the trip, and can guarantee she will be at the 30th celebrations!



Actually, I am sure she will be ready for next year, but the quality of the finished job is the main thing, and for me this means repairing and conserving as much of her original 1989 body as is possible.

For the parts that are beyond repair and need replacements, I have bought sections from a rust free 1989 South-of-France Discovery from Chris Hodson. This way she will be an authentic 1989 throughout.

Julian

## Pre pro 5-door, G226 EAC

G226 EAC is now under cover for the winter months in my garage. I am going to look at a way of charging the battery whilst parked up.



G226 EAC and my D4

It's impossible to disconnect the battery when parked in the garage, and it can't be pushed in due to the awkward fit of a ramp in front of it. You can't reverse in, as it is too tight to get out of the side doors; therefore you have to exit through the rear door!

There are several battery conditioners on the market, which will keep the battery topped up and can be connected up through the rear towing socket. I will be looking into this along with the pros and cons. CTEK seem about the best option ([www.CTEK.com](http://www.CTEK.com)) Has anyone else looked into this method for term storage?

Graham

## Compass & mountain graphics.

I have read the article in Classic Land Rover magazine about G526 WAC. If you are looking for decals / graphics for the 3-door disco, I have a left hand set of "compass & mountain" decals, and two odd sections for the right side (7 sections in all)

They have a bright green line through with "discovery" and the mountain symbol in the same green. The compass symbol is in black / grey. Complete they are £120 +delivery or collection from Wolverhampton.

Phil Barnett. [fillipfruit@gmail.com](mailto:fillipfruit@gmail.com)

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## 25 years of Discovery on Plymouth Hoe, October 11th

That is it for another year; and what a weekend it was. A MASSIVE BIG THANK YOU to those that attended. It was a really good turn out again by Discovery Owners Club Members, thank you.

Saturday, on the Hoe we managed to rustle up over 165 Land Rovers, 150 Discoverys; they were of all ages, from all over the country, the pre production 5-doors, the G-WAC launch vehicles, right up to the present date with the Discovery 4s. Each and every one of them special in their own way

We were also joined by Defenders, 90's, 110's, Range Rovers, Freelanders and even an ex Military Series 2A. What an amazing achievement, which could only be really appreciated by being on the Hoe that day.

Moving off the Hoe and driving to the Torpoint ferry must have been quite a spectacular sight for Plymouth's Saturday afternoon shoppers. Almost filling two ferries, with only a couple of spaces left on the second one.

From the ferry we drove to, and parked up at the car park near the Tregantle Fort, a chance for a photograph and or ice-cream, then moving on to arrive at Mount Edgcombe Estate. The drive through the Deer Park is always a treat.

I have got to congratulate Jason and Gemma Leese, as I am sure you all join me in doing so. These guys left the Hoe at 15.00, a married couple, having been married at Smeatons Tower. From Jason's comments I know he was really pleased with the way the wedding went. I wish you all the best for



the future. A truly memorable wedding day for them and ourselves alike. (I do believe Jason is a member of the DOC; if he is not, then perhaps a year's complimentary membership could be in order)

The rally plaques and weekend stickers made a massive £1150.00. We even ran out of the stickers. The sale of raffle tickets made a very impressive £960.00 and the Saturday evening auction made £780.00. A grand total of £2890.00. Superb!!

Many thanks to all who attended. I look forward to seeing most of you again next year, perhaps!

Thank you Graham, aka "The Coachman" who had the idea in the first place all those years ago - well five years I think.

Lee.

The evening social almost went to plan, many apologies to those who did not get anything to eat. Getting the food right is always the very worst part of the weekend's planning.

Sunday, the drive out to the Two Bridges Hotel via the South Devon Railway involved over 40 Land Rovers. The convoy over the moor is always a brilliant sight in my wing/rear view mirrors.



## My no nonsense workhorse

I made the very bad mistake of buying a wreck hoping it might be a good usable day car. I live in the country and need a strong tow car for the gardening; I'm head gardener part time on an estate at Saltoun Hall. Apart from driving 16 miles a couple of times a week, to and from Edinburgh, I use the vehicle for agricultural and horticultural jobs - moving machinery around, pulling out tree stumps, rescuing the local breakdowns, almost never have passengers (all rear seats and fittings removed).



It is a Mk 1 two-door with 200 Tdi engine, and to make life simple I've removed most of the trimmings - electrical and bodywork - now the vehicle is a posh van. I do everything I can to avoid the electronics, computers, fancy trim etc, because I'm no expert in these matters. Otherwise I restore vehicles of the 1935 - 1955 period.

I've been restoring since I was 16 and somehow my clocks have over-revved and I'm 72. I have ongoing projects involving the usual jobs, creating replacement non-existent wheel arches, sills etc. I have a '54 Riley RMF 2.5, the Taxi, a '54 Triumph Renown, and a '46 Bedford short wheel base tipper, type OM. I had a Defender with a 200 Tdi until I got the Discovery - I wanted just a bit more comfort. Not sure it was the right decision, but the new owner of the Defender just loves it.



I'd love to farm out the maintenance work to specialists, and support the economy - but I do get some masochistic pleasure from tearing things apart and creating alternative cheap and viable ways of rebuilding. It looks respectable from outside and you can chuck anything inside (has no rear seats or trim).

The immobiliser is temperamental. For info I looked online everywhere and couldn't find much. So I tore out the dash and found the little black box high up on the driver's side with far too many wires. I've left the box alone and dealt with its games by disconnecting the alarm horns and hot wiring the supply to the injector pump and starter solenoid with a duplicate press button switch.



I replaced the visible part of the fascia - only four bolts hold it now so a quick removal for electrical or heater problems. I've had so many lock problems with some older cars that I ensure access by entirely removing the ridiculously complex rear door lock. There's a point where you can drill a small hole in the door skin, where you can insert a screwdriver and lever the catch open. So in theory the car isn't thief proof but only I know exactly which way to operate the screwdriver, and the drilling is tiny.



Filling the gearbox from below must be practically impossible. I made the filling of the gearbox easy by cutting a big access hatch in the transmission tunnel, thus making the filler plug accessible. It was an impossible job before getting at that 22mm or 7/8 bolt, and injecting oil in the tiny channel. The linkages on the offside are terribly fiddly to access from below, an access hatch cut in the transmission tunnel is the best solution. Cut an oversize plate with a grinder and fit it over the hole with self-tappers.

Keep it simple.

Gregor

