



Alan's G410WAC.

# G-WAC Notes

From the  
Project Jay Preservation Group

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



Julian's G457WAC

## November 2013

Almost another year gone, how the time flies when you are enjoying yourself.

526 passed the MoT with an advisory on the lower N/S rear shocker bush a bit worn, and the headlamps a bit rusty. I had intended to fit my spare set of good lights, but didn't get round to it, but will replace them before the next test!!

### Discovery Owners Club forum reports the ebay advertisement for G410 WAC.

The advertisement asked for £1500.00, and received the following posts on the DOC forum---*"Not worth £1500 though!"* and *"just seen this and I agree, scrap value at best or £300.00 cash"*

Not deterred by these posts Alan replied---*"I had better put my head above the parapet. I bought the car but not for £1500 or £1000 I will add."*

Well done Alan. He went on to say, that its restoration had begun and that it needs a few bits of blue sonar plastic, glove box insert and fuse box lid. But not top of the priorities at the present!

He has finally got round to having a poke around and, as suspected, it needs a rear cross member, boot floor, inner/outer sills and inner wheel arches and possibly the front body mounts

Alan will not do the welding; someone else will do it for him. He says that he can weld but not up to a standard he would expect for a G-WAC. A friend of a friend in Somerset will be working on it over the winter months

As long as he has it back in the spring to get the interior and every thing else ready for the 25th anniversary in October, he will be happy.

### A plea from James. G534 WAC

Your assistance required, please.

Hello fellow ye old Disco owners, I have run into a little difficulty with 534 and have been struggling to get hold of a replacement part for her.

After much fiddling with an intermittent fault it would appear that the fuel pump has finally given up. I have tried to get another and it turns out it's no longer available.

I have the option of buying a RRC fuel pump and swapping the gubbins over but the fuel sender is also very vague and between my other half and I, trying to keep track of how much fuel is in the tank is not easy.

Part Number; PRC7128 if you know of anyone, or if you might have one, I would be extremely grateful. 07909 912282.

James

## Progress with our pre pro G513DHP

Replacing the inner wings is quite a fiddly job, but the most awkward bit is replacing the brake pipes that pass through the hole in the new wing.

Before removing the old wing, the pipes need to be removed and kept safe for refitting after the new wing has been welded in.



The old pipes may be in good condition but unfortunately they are usually seized to the nuts, and the pipes twist when the nuts are unscrewed.

If that happens then it is best to cut the old pipes close to the nuts, and keep them to their original shape. It is much easier to shape the new pipes on the bench rather than on the car.



The pipes on the off side are quite short, so easy to replace. On the near side, the pipes run from the servo right across the body and behind the windscreen washer bottle, not easy to replace in one piece. It is more practical therefore to cut the pipes near to the washer bottle, and use a joiner to connect the new pipes to the originals.

**G618 WAC is not for sale**

I took a trip over to Scunthorpe to see if I could help Johan with his negotiating to buy 618 from Steve.

The car was at the back of the yard at Steve's garage and was not easy to get to, we had to climb over a few 80 inch Series Is and Series IIs to get to it.

I was introduced to Steve just as he was opening his laptop. He said to Johan "I've got something to show you, a website about G-WACs" Steve had come across Graham's [www.g-wacdiscoverys.net](http://www.g-wacdiscoverys.net) website and was impressed with the information about the early cars.



Steve is obviously a very dedicated Land Rover enthusiast, and after a discussion about 618, he decided to keep it and restore it at some time.

But when? Being a very busy garage owner, the restoration will have to be put on the back burner because the 1951 80" is waiting to be restored.

**PETER JAMES INSURANCE.**  
772, Hagley Road West, Oldbury  
West Midlands. B68 0PJ.  
Telephone: 0121 506 6040.  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)



**A message from Dr. Deither Hofmann.**

Dear Roy,

I've read your article G-WAC ENTHUSIAST GROUP in the MAGBOOK Magazine "Discovery" (LRM) and would like to join the GROUP, receiving each month a copy of your newsheet.

I have an early three door Discovery 200 Tdi (1992) as my own, and I am very interested for restoring and preserving this wonderful vehicle.



I have sent you, as desired, pictures of my Discovery and one with myself in a camping-site, and I hope you will like them.

Kind regards



Dr. Diether Hofmann, 54, Max von Mueller Str., D 84056 Rottenburg (Germany)

**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

**Current known owners of launch cars. @ November 2013.**

G457WAC	Julian Lamb
G459WAC. (Amphibian)	Land Rover
G461WAC	John Boucher
G463WAC	Ian Rawlings.
G465WAC, G478WAC & G526WAC	Roy Preston.
G469WAC	Lee Barnett
G470WAC	Frank Elson.
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Clive Richfield
G490WAC & G496WAC	Rob Ivins
G494WAC	Mark Harrow
G510WAC	Nick Prior
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, G-WACs and early cars**

B62 COH & C60 JKG	Philip Bashall (The Dunsfold Collection)
C742HUH	Charles Whitaker
G226EAC	Project Jay Preservation Group
G513DHP	Project Jay Preservation Group
G279WAC	Neal
G302WAC	Sandy Andrews
G308WAC	Robin Gray
G310WAC	Mark Simpson
G311WAC	Ivor Ramsden
G312WAC	Simon Purcell
G315WAC	Owner not known
G316WAC	David Cox
G395WAC	Sean Coleman
G405WAC	Harry Harrison
G406WAC	Keith Britton
G410WAC	Alan Young
G563WAC	David Spirrett.
G601WAC	Chris Lowe
G603WAC	Ian Redfern
G610WAC	Kevin Bond
G611WAC	Jamie Menzies
G618WAC	Steve Ducker
G635WAC	Alec Gatherer

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A428JAC	Joel Prior
G28 RMW	Glyn Jones
G41 VHA	Simon Tinkler
G43 KWO	Victor Mitchell
G67 RYJ	Alan Mitchell
G101GEL	Keith Britton
G229TDV	Wesley Beynon
G234CBG	Dan Hunter
G374UYR	Jack Straw
G442AJM	Scott Seacombe
G466KUH	Tom Partridge
G553OWD	J Herod.
G656RYB	Graham Welch
G711YRY	Peter Hares
G757SGX	Paul Bishop
G767NRH	David Ashburner
G834FPR	Sue Harvey
G892VPM	Mike E Hall
G942UTT	Keith Taylor
G987LKU	Andy Greer
H776POJ	Duncan Campbell
H871EWK	Mark Hardwick
J140OAC Ambulance	Neil Witt.
J463HVK Ambulance	William Wallace
AZ-829-TJ	Raymond Bechetoille (France)
LA DC 502	Dr Diether Hofmann (Germany)
3656 TW 24	Keith S L Daffern. (France)