



Dr. Hofmann's D1

G-WAC Notes

From the
Project Jay Preservation Group

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



David's G316WAC

March 2016

As reported elsewhere, the PCR&CC Show was a very pleasant weekend. Hospitality with Julian and Georgie Lamb and family on Friday evening, and with Mark and Sonia Harrow and family, plus Patrick Berry, for a quiet meal together on Saturday evening.

A good start to the show season, in particular with it all being indoors at the Birmingham NEC, and with the CVC Register gang being there to help us with our stand.

The organisation by Clarion Events, was without fault, and particular thanks to Alison Judge, for allowing us to get G513DHP into the show on Saturday evening, after Patrick's fraught journey down from Yorkshire.

I have quite a lot of events to try to have a presence at this year, and if anyone has a G registered car that you would like to show, just give me a call and I will try to get stand space at the show for us. I am happy to travel some distance to show our cars to anywhere in the country. (well almost anywhere)

G601BKV. A project anyone?

Without engine and box, but almost sure to be a factory car, with the reg number being between that of Patrick's 580 and Alan's 628. First registered 06.03.90.

A friend of mine told me about it at a party, as he has taken the engine from it for his B reg ninety.

I have no idea where they got it from, but it has been sat in their yard now for nine years. He removed the engine only a couple of years ago.

Apparently it has quite a low mileage, but I don't have a figure. He says that the boot floor is gone, but allegedly the sills and arches are "OK".



I have not seen it myself, so can't verify his opinions on its condition, but does not look like it has been inspected in a while!!

The bonnet release is on the wrong side (drivers side, I believe) and has not got holes in the ends of the dash for heater vents.

That is all I know about it, but it is on a farm in Cambridgeshire. The owner is away in Spain just now but I will have more details about it when he gets back home.

Archie

Replacement of the front flexible brake hoses

Although the standard flexible brake hoses were still in good condition with my Discovery 1 200Tdi after 24 years, I decided to replace them with the services offered by the company Goodridge High Tec hose NRC 4401 GR type. 1.

The Goodridge hose consists of a stainless steel elements covered Teflon tube, resulting in a long service life.

However this Goodridge replacement hose have about the double price of the standard ones: GBP 88.

After draining the fluid and dismantling of the existing brake lines, it is not hard to assemble the new ones. (see photo).



It is to pay attention to existing retaining device particularly to abrasion and kink-free course, and secure fixation with cable clips.

After filling the brakefluid reserve-container with new brake fluid, and thorough ventilation, occurs a leak test.

Due to the slightly smaller inner diameter of the tubes, is observed, during the test drive, a better braking performance and a more direct brake feeling on the brake pedal.

Subsequently, a TÜV / MOT approval is then required.

Dr. Diether Hofmann
Germany.

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Show dates 2016

April

17th	Ripon 4x4 & Vintage Spares Day	Ripon Racecourse. HG4 1UG
24th	The Great British Land Rover Show	Stoneleigh Park, Warwickshire, CV8 2LZ
23-24th	Ackworth Scammell Spectacular	South Yorkshire. WF7 7ET.

May

1st	Classic Car & Bike Show	Ripon Racecourse. HG4 1UG
14-15th	Spring Adventure, Ripley Castle.	North Yorkshire. CANCELLED
29th	Cars in the Park	Hutton –in – the Forest. Cumbria Ca11 9TH

June

2-5th	DOC National at Billing Off Road Experience.	Northampton. NN1 7AL
4-5th	Malvern Land Rover Show	Three Counties Showground, Worcestershire. WR13 6NW
4-5th	Classic Car Spectacular.	Tatton Park. Cheshire. WA16 6QN
18th	Classics on Show. Rotary Club.	Stokesley
19th	Raby Castle Classic Vehicle Show	Staindrop, Co. Durham. DL2 3AH
19th	Charity Classic Vehicle Show. Lions.	Grasmere, Cumbria. LA22 9SJ

July

2nd-3rd	Scottish Land Rover Show	Edinburgh.
3rd	Leighton Hall Classic Cars & Bike Show.	Carnforth, Lancashire. LA5 9ST
16-17th	Ackworth Steam Rally.	South Yorkshire. WF7 7ET.
29-30th	Billing Land Rover Fest,	Billing, Northamptonshire. NN3 9DA
31st	Lytham Hall Classic Car and Bike Show.	Lancashire. FY8 4JX

August

7th	Trans Pennine Run from Manchester to Harrogate.	
14th	Raby Castle Classic Vehicle Show	Staindrop, Co. Durham. DL2 3AH
20-21st	"Passion for Power" Classic Motor Show	Tatton Park. Cheshire. WA16 6QN
28th	Classic Car & Bike Show	Ripon Racecourse. HG4 1UG

September

25th	Ripon 4x4 & Vintage Spares Day.	Ripon Racecourse. HG4 1UG.
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November

11- 13th	Classic Motor Show NEC	
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My 203,000 mile 3-door J reg, known as 'Doris'

I am 18 years old, drive a diesel Series 2 daily, and I've finally clawed my way into 200 Tdi Discovery ownership!

My Disco may only be a J reg with plenty of rot, but it is a 3-door with the Sonar blue interior and she has led a sheltered life having never been modified, I'm currently restoring her (no snorkel or big tyres in sight).

It won't be too long before people start looking for early style 3-doors and 200/300 cross-overs to "invest" in. I want to keep my 3-door for as long as is feasible.

I am not proud of my welding, it's perfectly strong enough and reasonably presentable, but I'm not happy enough with it. Oh well, at least it is all hidden.



J932 PBW



She had been repaired in the past in a few places, but they had not cut the rot out, just over plated. Once I had cut these repairs out, I kept going until I was happy it was all solid.

How uncommon are G reg Discos these days? Do they command higher values than later model 200s? Only actually asking, as I tried to buy a G reg 3-door, which I saw on the street, but the lady owner wouldn't sell, as she knew it was a really early car.

I have not made too much progress with 'Doris' recently, as I am back at university. However I was given (yes given!) an 89- H reg 5-door with no engine or box, but other wise complete

Archie

For sale this month.

G302 WAC

Used all her life as a workhorse by my late Father.

She is a very early one, a V8 in blue, first registered by Land Rover Limited, 03.11.89, and is now in a sorry state.

With an MoT test to 21.04.16, but currently a non-runner as she has an intermittent fault, where the engine cuts out.

More details from me in Scotland, Dunning, Perthshire. PH2 0SL. Fraser Andrews.
fraserandrews999@hotmail.co.uk.

G316 WAC

I am hoping to move home soon and unfortunately I will need to dispose of G316WAC. I have not used her for two years and would make an ideal project for someone.

A 3-door V8 in silver, with Sonar Blue interior, has done 98000 miles.



All is good, apart from inner wings (new pair available) She would need to be trailered away as the tyres have perished on the alloys, and obviously the MoT has expired.

I will not be greedy on price but she must go to a good home for restoration, not for breaking
David Cox. Gloucestershire 07766 055754. davidq.cox@gmail.com

S130 VOA

A pre-production press launch Discovery 2, V8 ES. Chassis number 312.

81,000 miles. FSH from new. Superb full leather interior (7 seats) and Woodcote Green paintwork.



Long MoT, recent full service. Excellent chassis (never welded).

Previously owned by a Solicitor in London and pampered. Would be a perfect tow car for classic cars.
£3995.

Contact Julian Lamb, julian@cvcregister.co.uk 07972 172854

Practical Classics magazine, Restoration and Classic Car Show. 5th – 6th March, at the NEC.

The inaugural show in 2014 was such a success for the magazine that it was over twice the size this year. We had originally booked space for three G-WACs, but when the organisers asked us to move to another space, we saw that there was room for a fourth car.

The new space was also adjacent to the CVC Register stand, so we merged with them and had eight factory registered cars all together. The CVC cars were a mixture of different year Range Rovers, and launch Freelanders.

Three other Land Rover clubs were in attendance, the Birmingham Land Rover Club, the Ex-Military Land Rover Association and the Series 2 Land Rover Club.

Patrick agreed to take the pre-pro 5-door down for us, so there was my G526WAC, the PJPJG's G513DHP, Mark Harrow's G494WAC and Robert's G488WAC. 488 is currently undergoing rust removal by Mark, prior to being exported to the USA for Robert. So the car was shown as 'work in progress'



Patrick's journey down to the NEC on Friday evening was not without its problems. 513 decided to throw its alternator belt off, and she ran out of battery before he got to the show.

The AA did a poor job for him. Instead of fitting a new belt, they decided to transport him and 513 to his hotel at the NEC. With a delay by the AA of five hours, he did not arrive until after midnight, therefore he could not get 513 into the show until Saturday evening after the show closed for the day. Graham Bethell brought a new belt to the show on the Saturday. Mark and Patrick fitted the belt and had her running in no time.

There was a lot of interest in the stand; we could have sold a few G-WACs if we had any for sale. The Freelanders attracted many visitors, with questions about the factory registered R-BAC cars, and where to obtain one. Julian's G175WAC Range Rover was on show with all its rusty bits and bent panels.

We have now applied for space at the November Classic Car show, which is just for shinies, so we hope to have a few more G-WACs on the road by then.



The application for space at the 2017 Practical Classics & Restoration Show has now arrived, so I will get that in the post soon.

Roy.

Club Expo at the British Motor Museum, Gaydon. 19th March 2016

An annual event where club representatives attend talks, workshops and seminars to learn more about how to run clubs. The event also allows clubs and suppliers to network together to gain crucial contacts, pick up hints and tips from talks and workshops, or simply meet other representatives to help make their club a success.

Club Expo is a free event for up to two members of each club and includes entrance to the museum and guided tours of the meeting rooms and facilities. The museum was also open, free of charge to delegates.

The seminars this year included a talk on 'Parts Supply', which fortunately we do not have a problem with early mechanicals for our D1s, but do have a problem now sourcing interior panels, door cards, etc, for the D1 in Sonar Blue.



The seminar on 'Safe Driving' touched mainly on the safe driving of Classic Cars.

'What's Your Car Worth' gave us an insight into the exotic market and how the values have soared over the past few years. A very interesting graph showed the value of £100,000 in your bank, and the poor interest rate, compared with the current value of a classic car bought for £100,000 a few years ago. Speculators, rather than genuine classic car enthusiasts buy these cars. The 'affordable' side of the market is currently gaining strength, as more car enthusiasts are taking an interest in the hobby.

The workshops saw the Motor Sports Association (MSA), discussing their 'Go Motorsport' programme, which helps clubs to understand the common challenges when organising a competitive event.

The 'Social Media' workshop helped a number of club officials set up Facebook, Twitter etc, during the workshop.

The 'Concours' workshop gave practical tips on judging four cars that were at the event. Attendees could do the judging, just for fun, and a leader board gave an insight into their expertise as a Concours judge.

Philip Beck, from our PJPG insurer, Peter James Insurance, was present to answer delegate's questions on insurance matters for their clubs.

A very pleasant way to meet old friends in the motor club scene, and to learn something new at the same time. I look forward to attending the event next year.

New reader this month

It was good to be able to meet some of you at the NEC a few weeks ago, and see your display. I am the owner of H83 YYN, a 3-door, registered on 22nd March 1991, not a G-WAC but hopefully old enough to kept on your list as an "Other early car"

I would very much like to be placed on any mailing lists you may have, and be kept up to date with news letters, especially as I have just missed out on the purchase of a G-WAC, not far from where I am located. I live in hope of yet another coming up for sale one day. (two this month. Ed)



I also believe that somebody in Devon will be making up original copy body stickers, which I would be interested in.

All the best

Richard Llewelin.

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Current known owners of launch cars. @ March 2016

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	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	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 Crookson
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G395WAC	Sean Coleman
G266BJU (5-dr)	Julian Lamb	G405WAC	Harry Harrison
G513DHP (5-dr)	Project Jay Preservation Group	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G110WAC (LR110)	Julian Lamb	G563WAC	David Spirrett. (Camel)
G175WAC (RR)	Julian Lamb	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Paul Hughes
G308WAC	Robin Gray	G603WAC	Ian Redfern
G310WAC	Mark Simpson	G610WAC	Kevin Bond
G311WAC	Ivor Ramsden	G611WAC	Jamie Menzies
G312WAC	Simon Purcell	G617WAC (LR90)	Gary Bryans
G314WAC	Owner not known	G618WAC	Steve Ducker
G316WAC	David Cox (for sale)	G635WAC	Alec Gatherer

Some other factory registered cars.

G580BKV	Patrick Berry	G628BKV	Alan Young
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Other early cars

G28 RMW	Glyn Jones	G767NRH	David Ashburner
G39 WJD	Bob Jolleys	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	Alan Mitchell	G907VYT	Alan Young
G101GEL	Robert Hoskins	G923PUE	Nigel Burland
G229TDV	Wesley Beynon	G942UTT	Keith Taylor
G266BJU	Julian Lamb	G950CAF	Elvet Price
G234CBG	Dan Hunter	G987LKU	Andy Greer
G374UYR	Jack Straw	H83 YYN	Richard Llewelin
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G436GUY	Andy Jones	H367OBE	Dave Mummery
G441WPX	Mark Harrow	H776POJ	Duncan Campbell
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G456AVT	A Burchel	J463HVK Ambulance	William Wallace
G553OWD	J Herod	J932PBW	Archie Cursham
G580PNU	Ian Rawlings	AZ-829-TJ	Raymond Bechetoille (France)
G577GTY	Craig Pusey	3656 TW 24	Keith S L Daffern (France)
G711YRY	Derek Henman	Formerly G531DHP	
G757SGX	Paul Bishop	LA DC 502	Dr. Hofmann (Germany)

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**[Previous G-WAC Notes can be found at the](#)
[Home of the Project Jay Preservation Group](#)
www.g-wacdiscoverys.net**

<p>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 or post your address to B R Preston, "Scawdel", Wormald Green, Harrogate, North Yorkshire, HG3 3PU. Phone 01765 677124. Mobile 07876 473714</p>	<p>Issue 104 March 2016</p>
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