



Gary's G577TGY

G-WAC Notes

From the
Project Jay Preservation Group

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



Archie's G890UTT

March 2017

By the time you read this issue I should be at the NEC for the first show of the season. I will be taking G513DHP, Graham will take G226EAC - both part of our Project Jay Preservation Group.

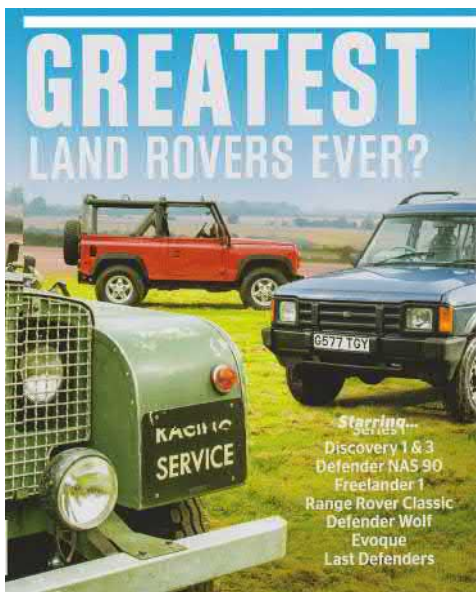
It is doubtful whether the other known pre-pro 5-door, G266BJU, will be there, because she is still on her way from China, after being at a number of shows for Jaguar Land Rover, alongside the New Discovery D5. G266BJU is owned by Julian Lamb of the CVC Register.

G577TGY

It was good to see Gary's G reg. on the front cover and on page 44 of the January issue of LRM. His article about the Greatest Land Rovers Ever? made good reading for Discovery enthusiasts.

Featured on page 44, Gary says about the Mpi ...*"thankfully short lived Mpi version with a 2.0-litre Rover car engine, (what were they thinking?) ...*I know what Land Rover Ltd. were thinking about, they were trying to get onto Company Car lists for staff who were allocated a company car.

I was in charge of a fleet of lorries and cars at the time, and one of my jobs was to submit my ideas for the company car list, (I made sure that the Rover 800 was there on my grading!!)



The PAYE system in the 1980s was based on a few variables, one being the size of engine, below 2 litres or above, so the Tdi and the V8 were in a high tax bracket, which most of the representatives were keen to avoid. The tax system does not now depend on the size of engine, it is more concerned with emissions.

Our company car list was based on contract hire rates. The rates quoted by the hire companies were calculated on variables, which included the cost of the car, maintenance, the length of contract, the miles to be covered and residual values.

Unfortunately, the contract hire rates quoted for the Mpi were at a level that only fitted into the higher of the five grades on our car list, and most managers in the higher grades would rather run a Carlton or Granada than a 'Land Rover'. I doubt that companies included the Mpi on their list.

I have been retired now 17 years, and it would be interesting to know from current fleet managers if any Land Rover products are on their lists. I am sure that Jaguars will be on there, they were on my listing at the time.

The Mpi is a good motorway car, but not very good at towing. Very few are still around, and are quite collectable. My Mpi has covered 192,000 miles and returns about 20 MPG, no better than G513DHP, the pre-pro 5-door with the V8i engine.



Roy.

Show dates 2017 to July.

April

31st March– 2nd April PCCC& Restoration show NEC Birmingham. B40 1NT
 23rd Spring Classic Car Show Ripon Racecourse, Ripon, North Yorkshire. HG4 1UG

May

6th-7th Classic Land Rover Show British Motor Museum, Gaydon, Warwickshire. CV35 0BJ.
 13th Motor Show and Family Fun Day. Longhope, Forest of Dean.
 27-28th Scottish Land Rover Show Royal Highland Centre, Edinburgh. EH28 8NB
 28th Lakeland Classic Car Show Hutton-in-the-Forrest, Penrith, Cumbria. CA11 9TH
 29th Classic Car and Land Rover Display Ripley Castle, Harrogate, North Yorkshire. HG3 3AY

June

3rd – 4th Malvern Land Rover Show Three Counties Showground, Worcestershire. WR13 6NW
 10th-11th Dunsfold Collection Weekend Dunsfold, Cranleigh. GU6 8PR
 18th Classic Car show. Raby Castle, Staindrop, Co. Durham. DL2 318th AH
 18th Lions Charity Classic Show Grasmere, Cumbria.

July

2nd MG Northumbria Car Show. Tynedale Park, Corbridge, Northumbria. NE45 5AY
 2nd Classic Car Show. Leighton Hall, Carnforth, Lancashire. LA5 9ST
 15-16th Masham Steam Fair Masham, North Yorkshire
 21-22-23rd Land Rover Show. Kellmarsh Hall, Northamptonshire. NN6 9LY
 30th Classic Car & Bike Show Lytham Hall, Lancashire. FY8 4JX
 30th Ripon Old Cars Ripon Racecourse, Ripon, North Yorkshire. HG4 1UG

. If anyone has any dates for a local show that you may attend, please let me know and I will add them to the list.



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G890UTT

I may or may not have bought us a farm truck - and naturally she is a G reg Discovery. A 7-seat, Tdi, two sunroofs, manual windows and an otherwise basic spec.

Found her on a friend's farm in his mechanical graveyard. She had been in a hedge for three years with the bonnet up. I stuck a battery on her and she fired on the first turn.

I rang him up (he was not even at the farm at the time) and offered him £300. He said that he would even drag her into the yard for me. I got her home and washed the green off along with three inches of cow muck from the underside. The washing revealed her to be in a much better shape than G462AVT and she has never seen a welder. I think that as soon as the boot floor went through, they took her off the road and used her on the farm, so she has not seen salt in a good few years.

She seems to be one of the most original Discos I have seen in a long time. She even has the cloth bag in the centre. She has been used as a farm truck for a number of years and presumably much of the 12000 miles since her last service stamp has been all off road.



I was amazed to find that despite the lack of a boot floor and crumbling sills, she is still all there. She is certainly weldable if the time and money can be found. With a boot floor and some repairs to the sills, I think that she will be solid enough for an MOT

As I am unable to afford to keep three road legal Land Rovers, I will have to sell one. The Series will never go and I think with the modifications and rot on G462AVT, it would be unwise to sell as she her as she would likely end up being broken. However, once she is road legal, sadly I will probably have to let her go.

So the biggest issue with UTT is not rot, it is just the appalling general condition from years on farms. She is the same colour as my J reg so I might be able to do something there.....

Anyway, for now, G890UTT (Feb 1990) is being used to take hay and feed to my sheep among other light farm duties. Makes AVT look tidy!!!...

Archie

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This new tool can be simply exchanged for the standard coupling of grease-guns (thread M 10) and once fitted allows secure and easy lubrication of the nipples on the propeller-shaft or other devices.

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Dr. Diether Hofmann. Germany.



