



Mark's G441WPX

G-WAC Notes

From the
Project Jay Preservation Group

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



Mike's G892VPM

April 2015

I bought G526WAC in May 2009 with 80,000 miles recorded. A full service was carried out and a new cam belt fitted.

With 110,000 miles now covered, and six years since the belt was replaced, I thought it best to have a new belt fitted before I start my travels this year.

It was a wise choice, because the belt was quite oily. There was an oil leak from either the camshaft or the crankshaft oil seal.

With new oil seals, idler and belt tensioner pulleys replaced, I look forward to many trouble free miles again this year.

The Great British Land Rover Show. 26th April

With the venue just over 100 miles away in Leicestershire, it was an early Sunday morning start to the show at Donington Castle. The set-up was Saturday afternoon until 10.00 pm, or from 8.00 am to 9.30 am on the Sunday.

Margaret and I started out at 6.00 am on Sunday morning with G526WAC, and Jack started from York at 5.00 am with G465WAC on a trailer behind his trusty V8, G374UYR.

The show was basically a trade show, not for clubs, but we had been asked to put on a display together with Phil Bashall of the Dunsfold Collection.

The plan was for us to be placed outside on the forecourt, but with inclement weather due, we were offered space inside the building along side all the trade stands. There was plenty of space available.

Another new follower of our Notes. Bob emailed me to say: -

"Just a quick note to let you know about this D1, soon to back on the road after many years. Registered in November 1989, a V8 in Grey. Don't know any history of the vehicle but if I find out anything I'll let you know. Thanks. Bob Jolleys"

So we hope to hear more from him next month with a picture or two.

G39 WJD

The trade stands were of a good mix, with tyres and tools for sale. Many companies were offering Defender modifications and upgrades, and travel companies offering guided tours abroad.



Perhaps the show should have been named 'The Great British Defender Show' as we were the only Discoverys there, and Dunsfold made up 50% of the Range Rover contingent with their two Range Rovers on display. A bobtailed P38 and a tidy Vogue made up the other 50%.

Jack's shell on wheels drew many visitors to see how a Discovery could be taken apart for restoration, which is not as easy as a Defender to strip. It showed the owners of rusty Discoverys that they could be repaired as a DIY exercise, resulting in a good car for another 25 years.

The stand was quite busy, over 100 back copies of Discourse, the magazine of the Discovery Owners Club, were handed out. One DOC member renewed his membership and 20 copies of the March issue of G-WAC Notes were taken.

We would attend the show again next year, if it were scheduled, but only as a free of charge invitation.



Just one club was present, Loughborough Land Rover Club. The Discovery Owners Club declined the offer to take stand space. A space capable of accommodating a few Discoverys would have cost many pounds,

Additions to the fleet

To keep my G494WAC company, I have purchased G441WPX, a blue 3-door V8. First registered 01.12.89.



I also purchased a blue 5-door V8, J396OAC, which was first registered 02.08.91 by Land Rover, for demo around Eastnor Castle. It was then brought by Noel Edmonds, who lived a few miles away from me, where it was parked up and left. It has covered only 54k miles, and has a full service history.



Mark.

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G600WAC

The Fire truck was at a Land Rover Display in 1991 and was perhaps the fire engine for the new Land Rover assembly plant.



It came up for sale last year, we were trying to save it, but the accountants saw that it had a value more than a donation to us!

First registered 23.03.90, a 3.5 V8, and it is currently taxed until 1st June this year, but the owner is not known.

We had a display at the top gate for the Motor Show. The CSK was being launched at that time and I remember seeing three there. Roger Crathorne had a phone and fax in his G-WAC Range Rover company car.



All new stuff at that time.

Phil Bashall.
The Dunsfold Collection.

Forthcoming events

- 3rd May Ripon Classic Car & Bike Show. Ripon Racecourse. Ripon. North Yorkshire. HG4 1UG
23-24th May. The Spring Adventure. Ripley Castle, Harrogate. North Yorkshire. HG3 3AY
Live Promotions have allocated a stand for us to show five Discoverys. I will be taking G526WAC and G513DHP. James will be taking G534WAC, Jack will be taking G465WAC and we hope to find another G registered to go.
- 31st May. Land Rover Heritage Drive in Day. Eastnor Castle. Ledbury, Herefordshire. HR8 1RL
Mark will be there with G494WAC, Jules will be taking his D2, Peter will be taking both his Camel Trophy D1 and his G4 Challenge D3 and Michael will be there with his D4.
- 13-14th June. The Dunsfold Collection Open Weekend. Springbox Estate, Dunsfold, Surrey. GU6 8EX
20-21st June. Malvern Land Rover Show. Three Counties Showground, Worcestershire, WR13 6NW
- 5th July. Classics in Corbridge. Corbridge. Northumberland. NE45 5AY
12th July. Lakeland Historic Vehicle Show. Hutton-in-the-Forest, Penrith. CA11 9ST
31st July-2nd August.
Billing Land Rover Fest. Great Billing. Northamptonshire. NN3 9DA.
We hope to book stand space for this show.
- 16th August. Raby Castle Classic Vehicle Show. Staindrop. Co Durham. DL2 3AH
30th August. Ripon Autumn Classic Car Show. Ripon Racecourse. Ripon. North Yorkshire. HG4 1UG
- 19-20th September.
Land Rover Show 2015. East of England Showground. Peterborough. PE2 6XE.
We hope to book stand space for this show.

My Discovery

I bought my first Discovery 200Tdi in 1990. Only the 3-door model was available and central locking was electric, except for the mechanical lock on the driver's door. The dealer changed this mechanical lock for an electric one from a Jaguar, I also had an Italian Cobra alarm system fitted and the remote for this operated the central locking.

After four years I changed the 200Tdi for one of the first 300Tdi models in 1994. It had twin electric cooling fans amongst the other goodies. I had ordered a 200Tdi, so the surprise delivery of the 300Tdi came with apologies from Land Rover. I only kept this for a few months and then changed it for an ES badged automatic. Such luxury, but the electric fans were gone, what a shame.

I have now had just the one 200Tdi, and seven 300Tdi models over the years, and still have my 1998 model.

Doug Oliver

G reg. Wanted.

I am looking for an early 3-door Discovery to renovate. Ideally, I would prefer a G-WAC to restore, so thought I would start searching for one.

I am looking to own the vehicle long term as I always wanted a 3-door Mk1, and the time has come to preserve one!

Based in the Norfolk/Suffolk area, I can be contacted on digga@hotmail.com

Dan

G513DHP. V8i misfiring

I thought that I had cured the occasional misfiring by replacing the distributor cap, but it persisted.

It is not easy to identify the cause on a V8, but I usually make a start to find the inoperative cylinder/s by using the 'burnt finger' test. That is, starting the engine from cold and putting a finger on each exhaust manifold stub to see which port does not get hot, or is cooler than the other ports. Number five was the culprit.

Not knowing whether it was a plug, the lead or, dread the thought, something mechanical, I changed to whole cap and leads for one from off one of my other V8s. The set fitted to G478WAC was chosen because all the leads are numbered.

Voilà, was he cry. She fired up on all eight, and with a road test up the Ripon bypass, she did not miss again. On close examination of the leads on the faulty set, I saw that at some time number five had been touching the exhaust manifold and had burnt halfway through the insulation, exposing the copper wire.

I tried to get a number five from the Land Rover dealer, but they wanted to sell me all eight. Our local Auto Electrician made up a new lead, which is now fitted, and 478 has got her own set back.

Roy



