



Mike's G316WAC

G-WAC Notes

From the
Project Jay Preservation Group

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



Lee's G302WAC

April 2016

I am pleased that 302 and 316 have found good homes, both will be restored/recommissioned in due course. Julian has also sold his D2.

Values of the 3-door are now starting to come up to their true value as a classic car. Two have recently been advertised at up to £4.000.

I hope that the owners hold out for the asking price.

4x4 Spares Day at Ripon Racecourse

17th April

We don't usually take stand space for our Discoverys at the Mark Woodward spares only day, but with it being held only three miles away from home, I thought that we might enrol a few new members to the DOC. Mark is very obliging when it comes to anything Discovery. (He has just got a DS and has now joined the DOC)

Patrick took his G580BKV, and after taking 526, helped me get G513DHP there too,



The ground at the racecourse is very firm, but after the rain that we had for a few days, there were a few soft areas roped off, but still plenty of space for all the traders.



I bought a brand new old stock Sonar Blue steering wheel, still in the LR package, and some more polish.

40 years VED exemption, now permanent

There is good news for classic car owners in this year's Budget, as the government is to introduce legislation to put the exemption from Vehicle Excise Duty (VED) for older cars on a permanent basis, so that from 1st April each year vehicles constructed more than 40 years before 1st January of that year will automatically be exempt from paying the tax.



The exemption was frozen in 1997, which meant that for many years the tax exemption applied only to pre-1973 cars.

When the exemption re-commenced in 2014, the extension of the rolling tax break had been announced on a year-by-year basis. The announcement in the recent budget means that this tax break is now permanent.

The Treasury said the VED exemption is designed to support the use on UK roads of classic and vintage vehicles.

The government considers this to be part of the country's heritage.

Not relevant for us for another 13 years, but is good for the Series owners among us.

Good news? Or should we be hoping for an extension at 30 years? Or 25?



Show dates 2016

May

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

June

4th-5th	Malvern Land Rover Show	Three Counties Showground, Worcestershire. WR13 6NW
4th-5th	Classic Car Spectacular.	Tatton Park. Cheshire. WA16 6QN
19th	Charity Classic Vehicle Show. Lions.	Grasmere, Cumbria.LA22 9SJ
25th-26th	Heritage Land Rover Show	Gaydon

July

2nd-3rd	Scottish Land Rover Show	Edinburgh.
3rd	Leighton Hall Classic Cars & Bike Show.	Carnforth, Lancashire. LA5 9ST
16th-17th	Ackworth Steam Rally.	South Yorkshire. WF7 7ET.
24th	Ripon Old Cars Classic Show	Ripon Racecourse
29th-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
20th-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.
------	---------------------------------	----------------------------

October

2nd	London To Brighton Land Rover Run.	
15th-16th	Discovery Birthday Party	Plymouth Hoe

November

11th- 13th	Classic Motor Show NEC	
------------	------------------------	--

Used D1 spares

I recently bought a few spares from a gent who came to our stand at the Peterborough show last year. Good quality used items, unbroken headlamp surrounds with flasher lens, etc. It is amazing the poor quality of parts that are seen at the 4x4 spares days. I have enough broken or torn gearlever/ handbrake gaiters at home without buying more at the shows.!!

In the purchase there were some new brake discs, good window winder motors, a set of Tdi filters and a blue bag. Unfortunately the bag is not a launch bag. The slots on the straps are for the vertical type clip, rather than the horizontal type fitted to the launch cars, and the piping is black.

With the slots on the launch bags being horizontal, they were vulnerable to breaking across the strap, so the later cars were supplied with the bag with the vertical slot.

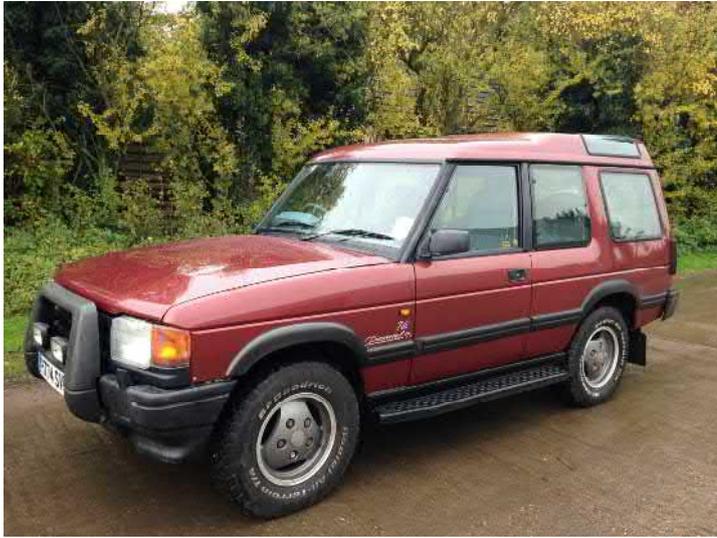
However, the bag will be useful for my 1993 Mpi.



H774SVF. My Discovery back home in the UK.

I thought you might be interested to hear about my 1990 Discovery. Although it doesn't have any factory provenance, it was built on the 8th October 1990, and is a 1991 model vehicle, in Trocadero Red, with the extra vents at the ends of the fascia. It was registered on the 11th January 1991.

The Vin number is SALLJGBF7HA467234 and was sold new by Hunters Land Rover. I originally bought it unseen off eBay early last year, (I'll hold my head in shame now) as a 200 Tdi donor for a pre-Defender 90 project I have here in the US. The main reason I chose it was because it was nearly 25 years old and would be simple to import to the US.



Not realising the history and rarity of the early 3-doors, I fully expected it to be rotten underneath and beyond repair, although it looked tidy in the photos and had an MOT.

When my Dad went to pick it up for me we got quite a shock to find it was original, straight and had never had any welding. The plan changed as there was no-way I could rip the engine out of such a good Land Rover. I stored it away in a friend's barn until I came home to the UK for Christmas. During the Christmas holidays I enjoyed driving my old Discovery so much that I took the rental car

back and used the Disco for the rest of the holiday.

It served as a remarkably good vehicle for the airport run, swallowing the family, and all the luggage. The plan is now to keep it in storage and use it on my occasional visits home in the UK. It is MoT'd and insured. The post-tax disc era makes it simple to tax as and when required, a month at a time.

The interior is in good condition, although I do need to source and replace some parts when I get time. The biggest modification to the outside is the addition of the post 1995, larger front lamps and grille, and the rear bumper with the inbuilt lights.

I plan to convert these back to the original specification it was built with. The exterior also has lots of accessories. Initially I didn't like this look and thought I would eventually put it on steel wheels, remove the accessories and give it the clean lines of a G-WAC.

I like the uncluttered line of the G-WAC's, it shows the cross over from the utility vehicles that Land Rover were known for, to the leisure and luxury vehicles they have made a very successful business from today. However, the more I look at it, the more the accessories grow on me. They all appear to be genuine Land Rover parts, so actually are in keeping with the vehicle.

I haven't managed to find a Land Rover parts catalogue from the era but would love to see one. The vehicle has the front nudge bar, side steps, full length rubbing strips/wheel arch covers and lamp covers. It's on RRC 3-spokes, which I am guessing were not a build option. The current plan is to keep it pretty much as it is.

I'm due to come back permanently to the UK in the future, when I will give it the proper tidy up it deserves. I plan to keep it indefinitely.

As for the Defender 90, I realised that what I was basically trying to build was something with the capabilities and usability of a Range Rover Classic, so I decided it was much easier to just buy a Classic, especially as fuel prices have dropped so much in the US. The 90 is getting a rebuild with its original 19J engine and will be relegated to occasional open-top use.

So I end up with three Land Rovers when I wanted one (four if you include the wife's L322), from what I read in the magazines this is a common end result for most Land Rover enthusiasts. I'm not sure I could bring myself to sell any of them, although I'm going to need a pretty big garage.



Simon.
New York.

New owner of G316 WAC

I just wanted to let you know that, with the initial help of Julian Lamb – thanks Julian, I am now the new owner of G316WAC, after getting in touch with Dave Cox and going down to Gloucestershire to see her. So I am now a 2-WAC man, with my Land Rover 90, registered August 1989, G84 WAC,



I got her home a few weeks ago, she runs and she drives - brakes are WELL past their best, but she stood for almost two years without even being started, so I can't complain at that. I am going to put her through an MOT in May and get myself an initial "to-do" list.

I will put her on original steel wheels, as I much prefer the look of these.



316 is going to need a fair bit of TLC, work and money, but I fully intend to get her up and back to her former fettle in good time

Mike

New owner of G302WAC

I have a good collection of restored Series Land Rovers, which have been "nut and bolt" restorations, and a Suffix "A" Range Rover undergoing a "body off" restoration, which will be as new when finished.

It occurred to me that I should now have a Discovery in my collection, and G253RFL came along with a current MoT ready for the road. But my ultimate goal was for a G-WAC. Well I now have a very untidy specimen.

She was used as a daily workhorse by the late Sandy Andrews from Perth in Scotland. I collected her by trailer from Sandy's Son a few weeks ago.

G302WAC is a V8 in blue, with all the usual details of the early cars, smooth rear door pull, no vent in the corner of the dash, bonnet pull on the right hand side and front seats without the row of stitching. First registered 30.11.89.



Being used as a workhorse, the second row of seats are missing, but I will be able to find an appropriate set to fit.

I am not sure how far down the pecking order she is for the body off restoration, but is not taking up much space in the yard just now, and will not get much worse than she is at the moment.

Pictures of the work will be kept and reported in the Notes at some stage.

Lee. Silkstone Land Rovers.

The Great British Land Rover Show. 24th May.
National Agricultural and Exhibition Centre. Stoneleigh Park.

The NAEC is a very good venue for a show of this type. The traders and exhibits are all indoors, with catering and toilet facilities indoors too.

I entered 526 in the Classic and Modified Land Rover Display competition, which was staged outside. Mark was there with 494.



The pre-pro was inside on The Landy newspaper stand, and Mark was asked if he would take 494 out of the competition to display her inside on the Classic Display area.



Photo by Martin



Martin took the pre-pro down for us, and Patrick travelled down with me to help on the stand.

It was mainly a traders show, although clubs could attend, at a price. The All Wheel Drive Club, (AWDC), was there, as was the Green Lane Association. (GLASS)

The exhibits were mainly Defenders, as you would expect just now, with a couple of Range Rover body off restorations, shown in various stages of rebuild.

A great show if you are wanting to see the latest accessories for your Land Rover, or buy some at show prices, and well worth the £10. entry fee on the day, or free entry if you booked in advance.

We hope to be invited to exhibit our early Discoverys again next year.

Roy

LAND ROVER GENUINE PARTS FROM DUCKWORTH PARTS

LAND ROVER
ABOVE & BEYOND

- Supplier of Land Rover Genuine Parts & Accessories for all models and ages*
- Passionate about the Land Rover brand with over 30 years knowledge and experience
- 20,000 sq ft parts warehouse
- Representation at all major Land Rover shows
- Easy to use webshop and eBay shop
- Export orders are welcome
- Wholesale available

Find us at: www.duckworthparts.co.uk

Duckworth Parts, Duckworth Land Rover
 Racecourse Garage, Willingham Road, Market Bosworth, Leicestershire LE18 3RE
 01673 799396 duckworthparts.co.uk

PETER JAMES INSURANCE.
 772, Hagley Road West, Oldbury,
 West Midlands. B68 0PJ.
 Telephone: 0121 506 6040.
www.peterjamesinsurance.co.uk



