



John's G461WAC

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 G480WAC

June 2014.

With the longest daylight hours now behind us, those of us who are busy restoring/preserving must make the best use of the daylight that we can.

Working outside the garage with natural light is far better than under artificial light inside. It also gives the chassis and body time to dry out in the sun before giving the repairs the wax treatment.

With my "winter" Tdi, L680YVV, still taxed for the road, it is very noticeable that the performance is much better than that of 526. It has much more "crackle" to it, and when the turbo comes in at about 2,000 RPM, it really picks up well. Perhaps it has had a pump tweak.

I will be replacing the leaking radiator on 526 next week, so I will give the intercooler a clean at the same time. I believe that intercoolers do get blocked with oil deposits and impede the air flow through them.

The Landy newspaper.

The Landy is a new publication in broadsheet newspaper form. It is distributed free to Britpart distributors, for customers to collect. I believe that there are plans to have a copy delivered by post, on a subscription basis.

Unfortunately there are no Britpart distributors near me, but I did manage to pick up a copy of the June issue at the Eastnor Land Rover Show. The July issue is about to be distributed, so I hope to collect one at Billing.

In the June issue, on pages 20-22, there is an article titled "G-WAC: preserving the first Discos", which gives our cause very good publicity and illustrates the dedicated work required to restore these old Discos. Pictures of the rusty bits are of Alan's 410.



Picture taken from my archives.

The main picture of a G-WAC is on the front page. A good picture of 535 in its prime, before it was "recycled" into an offroader. 535 is still listed on the DVLA site as on a SORN.

Rear door seals in blue.

Chris Priestley, of Duckworth Land Rover, Market Rasen, Lincolnshire, is on the lookout for any old stock blue trim.

He has acquired a few rear door seals, so I will buy them, and collect them from him at either the Billing Land Rover Fest or Peterborough Land Rover show.

Let me know if you want one, once I have agreed a price with Duckworths.

Any more G-WACs to find?

It is some months since we last heard of another survivor; perhaps we have them all now.

466, 477 and 525 are still listed on the DVLA site, but no one has come forward with details.

I saw 315 travelling on the A61 near Ripon in October last year, but have not been able to find it.

We know of 20 launch cars and 19 other G-WAC registered Discoverys.

Transport for G-WACs to Plymouth.

With up to a dozen cars being prepared for the 25th Birthday Party in Plymouth on 11th-12th October, a thought had occurred to me that it might be cost effective to hire a transporter to get them there and back. My V8 by road will cost at least £280.00 in fuel.

There could be two from Scotland, four from North Yorkshire, one or two from Lancashire, Tamworth and Solihull, plus pick-ups in other locations.

I guess that most of the cars that are going are not "daily drivers", therefore a set day to collect from the various locations would not be necessary, perhaps sometime in September or early October, or whenever the transport company has a space on a trip.

Roger Young Land Rover, of Saltash, has agreed to store them for us until we arrive to collect them, Friday or Saturday morning.

Please let me know your thoughts, and if there is enough interest, I know a car transporter company who may be able to help us.

My contact details are Mobile, 07909 912282, for voice or text, and jtab2110@gmail.com for email.

James Brackenbury.
Londonderry, North Yorkshire.

Pre pro 5-door, G513DHP

The 5-door is at last home and ready to have all the bits bolted back. Where do I start? Refit the front wings, the centre console, the carpets and seats or should I give her a good scrape and paint underneath first? On second thoughts, the painting will have to wait.

Fortunately, Stu and his 13 year old son is coming to give me a helping hand again, so perhaps a fresh approach to the task will give me some inspiration.

The interior was pretty much stripped out when she came to Harrogate from Nottingham, so I am not sure whether everything I need to put her back together is there. Two of the doors have lock spring problems so replacement springs were purchased at the Eastnor show.

Door cards are damaged, but I have spare pockets to replace the broken ones.



The front wings have the usual bit broken away at the bottom, where a bracket attaches them to the front bumper. A quick fix can be made by pop riveting a piece of aluminium to the wing, but it is a bodge and I would like to learn how to weld a new piece in. Perhaps David Ashburner has learnt how to weld aluminium during his Classic Car Restoration course at the Leeds City College?.

There is no spare wheel carrier on the rear door, but I have a good one in stock that will receive a coat of paint before fitting. The front brake disc splashguards are rusted away, but I bought two at Eastnor for £2.00 each.

Quite a lot of Sonar Blue trim is in poor condition, some of the brittle stuff has broken, but that is all cosmetic and the priority is to get an MoT and tax.



I have been offered a full set of trim from a scrapper; seats, carpets, the lot, so will have to collect it from Bishop Auckland. I may need a hand to strip it out of the shell, but I think that James has "volunteered" to help.

The ignition system is fine, new plugs, coil and distributor cap were needed to get her running after over two years of inactivity, but before I take her for a good run, she will need a full oil service.

Roy.

Current known owners of launch cars. @ June 2014

G457WAC	Julian Lamb
G459WAC.	(Amphibian. The Dunsfold Collection)
G461WAC	John Boucher
G463WAC	Ian Rawlings
G465WAC	Jack Straw
G469WAC	Lee Barnett
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
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, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G316WAC	David Cox
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G87 WAC (LR90)	Chris Simms	G405WAC	Harry Harrison
G97 WAC (LR90)	Ted Billington	G406WAC	Keith Britton
G226EAC	Project Jay Preservation Group	G410WAC	Alan Young
G513DHP	Project Jay Preservation Group	G563WAC	David Spirrett
G279WAC	Neal	G601WAC	Chris Lowe
G302WAC	Sandy Andrews	G603WAC	Ian Redfern
G308WAC	Robin Gray	G610WAC	Kevin Bond
G310WAC	Mark Simpson	G611WAC	Jamie Menzies
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Alec Gatherer

Other early cars

A428JAC	Roy Preston	G757SGX	Paul Bishop
G28 RMW	Glyn Jones	G767NRH	David Ashburner
G41 VHA	Simon Tinkler	G834FPR	Sue Virgin
G43 KWO	Victor Mitchell	G843FPR	Jon Isacc
G67 RYJ	Alan Mitchell	G892VPM	Mike E Hall
G101GEL	Keith Britton	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G987LKU	Andy Greer
G234CBG	Dan Hunter	H776POJ	Duncan Campbell
G374UYR	Jack Straw	H871EWK	Mark Hardwick
G442AJM	Scott Seacombe	J140OAC Ambulance	Neil Witt
G466KUH	Tom Partridge	J463HVK Ambulance	William Wallace
G553OWD	J Herod	3656 TW 24	Keith S L Daffem (France)
G656RYB	Graham Welch	AZ-829-TJ	Raymond Bechetoille (France)
G711YRY	Peter Hares	LA DC 502	Dr. Diether Hofmann (Germany)

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