

G-WAC Notes

From the
Project Jay Preservation Group

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



Colin's G323WAC



James's G534WAC

September Notes.

There is not much to report on maintenance/repairs this month. Perhaps you have all been busy in the garden and house exterior, as I have been. I stripped the old paint off the garage doors with my electric burner and repainted them for the winter.

I gave the leylandii hedge a very severe cutting back; I can now open the doors fully on the two Discos that are parked there.

The date for the Birthday Party is looming, and as of today I still have not had an offer from anyone to take the pre-pro the 700 miles round trip to Plymouth and back. Perhaps the thought of 20 mpg does not impress anyone.



G323WAC

Colin came to our stand at Billing to say that he had a G-WAC at home. He doesn't live far from me in York so he rang me to see if I wanted to see her.



Registered 3rd November 1989, so a very early one. A V8 in Marseilles blue and very tatty. She makes my 465 look decidedly good !!

He is not sure what to do with her, whether to repair or to sell, so he is giving me first option to buy.
Jack.

Billing Land Rover Fest. 25 years at the Billing Aquadrome. 31st July – 2nd August

Billed as 'The Original Land Rover Festival' it certainly lived up to the occasion as a festival, although I did feel that there were not as many big name traders attending as there has been in the past

Dave Barker, of LRM, was the instigator of the show back in 1990. He and a few other Land Rover enthusiasts decided that a big show could be staged. By early 1991 the planning was complete, and Billing Aquadrome at Northampton booked for the weekend of June 24th – 25th. 1991.

For the trip to Northampton this year, Jack had fitted a tow bracket to the pre-pro, so he took 465 on a trailer. The stand therefore displayed 465, which was still 'work in progress' as a shell, Chris's 601, the 5-door pre-pro, G513DHP and my 526, so the stand looked quite workmanlike.

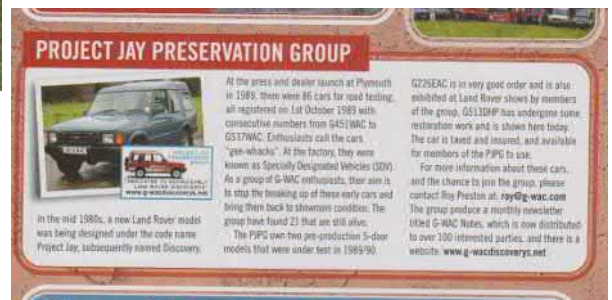
The Fest was a three-day show, so an early start on the Friday morning saw us there to get the stand looking respectable for the visitors who were not at work on the day. Chris erected his gazebo and made tea for us all day.



Page 32 of the 25th Anniversary Official Programme contained a few words about our group, and our aims to save a few 3-door Discoverys for the future.

We had our few minutes in the arena to show that the 'oldies' are still a good everyday car.

Billing was our second Land Rover show of the year; we were at the Spring Adventure at Harrogate in May.



Silencer problems.

In my Discovery 200 Tdi, VIN: JAO20336 I could hear an annoying metallic clink, especially when accelerating. A closer examination revealed that the middle silencer was to blame, apparently because a sieve plate had peeled off.

So I decided to change the exhaust. In the Land Rover Parts catalogue, I saw to VIN HA (this includes all G-WACs) only the rear silencer with tailpipe (NTC7119) is available. The middle silencer (NTC6791) must extra be ordered.



From VIN HA, what my Discovery has, there is the spare part ESR 238 with centre muffler, tailpipe and end silencer. So I ordered this spare part, which is supplied for transport with separate middle silencer.



Since the tailpipe was too far bent upward, it was not possible to mount the exhaust. So I joined the centre silencer with a long, close fitting sleeve with the existing exhaust pipe, and let stand the old end silencer.

So now just everything is o.k. and the ugly clang has disappeared.

I suspect that it was built in the transition period to HA until from HA, with just Land Rover available exhaust parts.

Dr. Diether Hofmann. Germany.

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Forthcoming events

10-11th October

Plymouth Birthday Weekend. The annual return to the place where the Discovery was launched to the Press and Dealers in 1989. <http://www.discoverybirthdayparty.co.uk/>

LRO Show Peterborough. 19th – 20th September

We had a good corner pitch at the show, giving us two sides open to the visitors. In the Club Focus section of the Official Programme, we had a quarter page write-up describing the cars on the stand.

Mark came up from Devon with 494, James cycled down from Yorkshire for his charity run, while Lucy followed him with 534 to the show. Patrick took the pre-pro, G513DHP, down for me, and Margaret and I took 526. .

The position of the stand caused a few gasps from the visitors as they first saw one G-WAC and then another round the corner of the stand, and then another. One day we may have all 21 surviving launch cars at a show.



With only four cars, a caravan, Patrick's gazebo and two tents on the pitch, there was plenty of space for the visitors to inspect the display and crawl underneath the cars to see the condition of these 25-year-old Discoverys.

The arena was busy all day with various demonstrations from Bowler Motorsport, Kahn Design Limited and Flatdog UK. There were no club activities in the arena this year.

Kevin Bates, of Duckworth Parts, is always on the lookout for obsolete parts for us, and this time he had a new genuine rear silencer and tail pipe for my V8 G478WAC. I took the opportunity to buy it, and a spare fuel and oil filter at show prices, for 526.

Among his old stock are a few Panel Assembly-Facia Console, part number BTR3672, which he will post to you at a reasonable cost. It is the panel that the heater controls are situated in, and very vulnerable to cracking when work is being carried out to the dash. The plastic is not coloured, so we would need to find a Sonar Blue spray can, to match the rest of the plastic interior.

The weather was very good all weekend, although a little cold at night for the campers.

The East of England Showground is a very good venue for the show, and we will be back next year, with a larger contingent of G-WACs.



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*subject to availability from Land Rover



Current known owners of launch cars. @ September 2015

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	Jon Chester
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)	G347WAC (LR110)	Ron Boston
C742HUH	Charles Whitaker	G395WAC	Sean Coleman
G226EAC (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G266BJU (5-dr)	Lee Haines	G406WAC	Keith Britton
G513DHP (5-dr)	Project Jay Preservation Group	G410WAC	Alan Young
G87 WAC (LR90)	Chris Simms	G563WAC	David Spirrett
G97 WAC (LR90)	Ted Billington	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Chris Lowe
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	G635WAC	Alec Gatherer
G323WAC	Colin Crookson		

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
G234CBG	Dan Hunter	G950CAF	Elvet Price
G374UYR	Jack Straw	G987LKU	Andy Greer
G412FSJ	Andrew Cameron	H95 DBK	Dave Dorling
G441WPX	Mark Harrow	H367OBE	Dave Mummery
G442AJM	Scott Seacombe	H776POJ	Duncan Campbell
G456AVT	A Burchel	H871EWK	Mark Hardwick
G553OWD	J Herod	J140OAC Ambulance	Neil Witt
G580PNU	Ian Rawligns	J463HVK Ambulance	William Wallace
G577GTY	Craig Pusey	AZ-829-TJ	Raymond Bechetoille (France)
G628BKV	Alan Young	3656 TW 24	Keith S L Daffern (France)
G656RYB	Graham Welch	Formerly G531DHP	
G711YRY	Derek Henman	LA DC 502	Dr. Hofmann (Germany)
G757SGX	Paul Bishop		

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

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