

DIZZY WITH DELIGHT

Somebody gets to the bottom of the Disco's lumpy idling habit

Rob McCabe

Life's a gas for Mr McCabe now his Disco's had a thoroughly good seeing-to



1994 DISCOVERY 1 V8i



Engine 3.9-litre petrol V8
Mileage 89,890
MPG 13.4

At last! I'm driving the Discovery V8 auto that I always wanted to be driving. Ever since I bought it two years ago, I've lived with its irritating habit of going all shuddery on me when holding it on the brake or of idling away up in the 2000rpm gods when shoved into Park or Neutral for a minute or so.

A local garage couldn't get to the bottom of it, so I soldiered on. When I had it converted to LPG the winter before last, it improved a bit – but only a bit. And, when running on petrol, it started to get even worse.

My best move came when I booked the Disco back in with WCR LPG (wcrllpg.com) for its first annual service of the gas system. 'Can you put it through an MoT and give it an oil-change service, too?' I asked Mark Wain. 'Oh, and there's this really irritating habit it's got...'

My Land Rover had to take its place in a queue before it could even get in the door, mind. Mark has a nice little niche in sorting out other people's bodged LPG installations, at the end of which the relieved owner can drive off with a safe car and an LPG certificate. The upside of that was that while Mark worked through his backlog, he



Gotcha! Mark Wain removes the dodgy distributor that was the root of all evil in the V8

lent me a nice 50th Anniversary Discovery V8, which I ended up using for a couple of weeks.

And then came the call. 'We've sorted it,' said Mark. 'We found out the problem and now it's running as sweet as anything.'

It was the distributor. Mark got a replacement from a donor vehicle, fitted it and... bingo. When I went to pick the vehicle up, he showed me the Genuine Parts rotor arm that I fitted last year. 'That looks more typical of a 10-year-old rotor arm,' he said – a sign of just how ineffectively the old dizzy was working.

Mark had something just as shocking to show me. The

remains of the exhaust system still in active service on the Disco was now propped up against a wall, looking like flotsam from a shipwreck.

That was an MoT failure, natch, as were the rear brake pipes: Mark replaced the front ones as well, which is the commonsense thing to do. I knew the knackered numberplate lamps wouldn't get through, so I got Mark to fit a pair of LED replacements I bought on eBay. They're a neat fit and should last well.

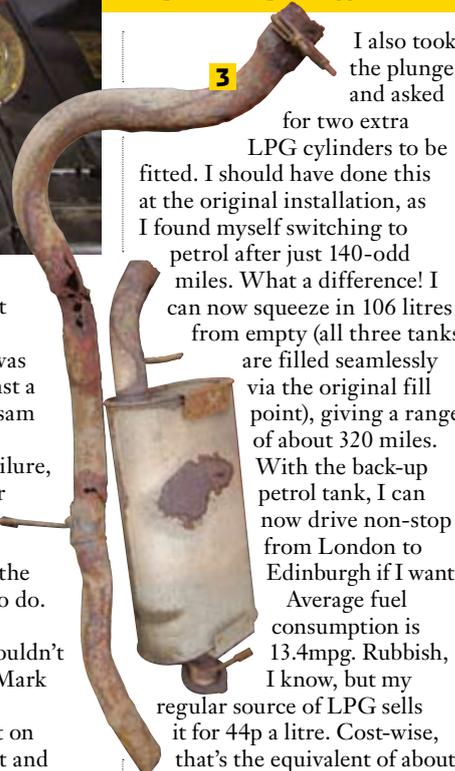


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1. Two of these have been added to the LPG set-up, more than doubling the range on Autogas
2. Malfunctioning dizzy brought on accelerated premature ageing to nearly-new rotor arm
3. Fancy failing an MoT on this? Rob, outraged, has lodged an appeal



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I also took the plunge and asked

for two extra LPG cylinders to be fitted. I should have done this at the original installation, as I found myself switching to petrol after just 140-odd miles. What a difference! I can now squeeze in 106 litres from empty (all three tanks are filled seamlessly via the original fill point), giving a range of about 320 miles. With the back-up petrol tank, I can now drive non-stop from London to Edinburgh if I want.

Average fuel consumption is 13.4mpg. Rubbish, I know, but my regular source of LPG sells it for 44p a litre. Cost-wise, that's the equivalent of about 30mpg on petrol. And you can't even see the new tanks without crouching – no ground-clearance issues for greenlaning.

It's now running beautifully and sounding terrific – I'm well-pleased. STOP PRESS! After heavy rain, a damp patch has appeared on the headlining, near the junction of roof and A-pillar. I've stuck duct tape over the seal while I suss out something more permanent. rob.mccabe@bauermedia.co.uk

PRODUCT ON TEST COLEMAN RECHARGEABLE QUICKPUMP £30

My camping-kit Find of the Year. I've never been happy with any of the airbed pumps I've used in the past, finding them slow, noisy and/or downright unreliable. This thing has been a revelation. It whacks out 680 litres of air a minute which, in real money, means a double airbed inflated in the time it takes you to fluff up a couple of pillows.

You can charge it from the mains or from the car, so you're not a slave to a 12v socket. It runs for ages on a single charge, but will work while plugged in to either of the above.

Don't be put off by the price – it really is worth it and you can save a few quid by shopping around (coleman.eu).

