



Martin's G956RKM

G-WAC Notes

From the
Project Jay Preservation Group

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



Ian's G130KWO

August 2017

A warm welcome this month to Martin with G956RKM, the ex Pink Floyd D1. More from Martin about his D1 in a future issue.

Ian Phillips now has three Discoverys, G130KWO, G253RFL, and a D5 as his company car. Ian has written an article for a later issue of the Notes, about the repairs needed on G253.

I have applied for a stand at the Stoneleigh Restoration Show, at Stoneleigh Park on Sunday 5th November, and hope to have a favourable reply from Live Promotions.

An application has also gone in for a stand at the Practical Classics Classic Car and Restoration Show at the NEC on the three days of 23-24-25th March next year.

There are just two shows left in the calendar for this year, the LRO Peterborough Show, www.lroshow.com and the Discovery Birthday Party on the Hoe, Plymouth.

www.discoverybirthdayparty.co.uk

Roverfest. Celebrating 50 years of the Rover V8 engine.

The Joint Rover Clubs (JRC) is a similar organisation to the Association of Land Rover Clubs (ALRC) and they held the Roverfest at Wroxall Abbey, Warwickshire, over three days, 11th – 13th August. 2017. A marquee for signing on was available from 3.00pm Friday afternoon, where the Rally Plaque and the Souvenir Listing was handed out to the visitors.

The listing ranged from Class AA, cars from 1904 to 1933, through the Class E, the SD1s and Class H, the R40 variants, (75s and MGZT). Class I was the 4x4s, but the Discovery was not categorised in the class, only Land Rovers and Range Rovers were listed, so I was not surprised to note that G513DHP was the only Discovery present fitted with the V8. Just one other Discovery was listed, a 300Tdi,

A delicious barbeque was available Friday evening in the hall, where friends old and new were gathered.

Saturday saw the gathering swell, with many very well turned out P5Bs, 600s and 800s, and a very rare Leyland P76, the Australian saloon.

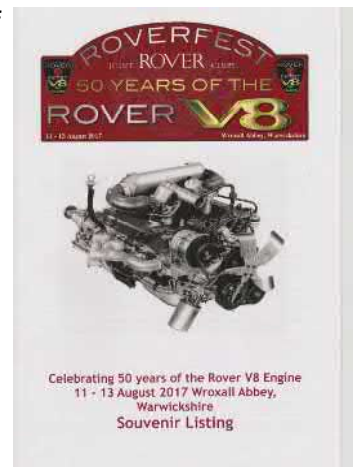
A road run was organised and a trip to the British Motor Museum was well subscribed. Visitors from France and other European countries brought their cars. Visitors from the USA, New Zealand and Australia flew over for the occasion.

We all know our favourite V8 as a Rover engine, but it is really a Rover version of a Buick engine, which was abandoned by Buick in the 1960s. It was spotted on the floor of the Mercury Marine establishment in Wisconsin, by William – Martin Hurst, Rover's Managing Director at the time.

It had been removed from a used Buick car and was due to be fitted to a powerboat.

The tooling and the right to build the engine was obtained from Buick. After some development by the Rover engineers, it was first used in 1967 in the Rover P5 saloon, subsequently named the P5B.

The JRC combines the Rover Sports Register, Rover P4 Drivers Guild, P5 Club, Rover P6 Club, SD1 Club, Rover 200/400 Club, Rover 800 Club, Coupe Owners Club and the Rover 75 and MG ZT Owners Club.



The Australian Leyland P76

Restoration of G463WAC. Part two.

The following year in May 2008 we all met up again and Roy presented us with the first edition of his famous G-WAC Notes (which I still have). In December 2010, Dave Ashburner became the new custodian of 480 and the G-WACs took a back seat for a while.

As time went on, the shell was moved about, eventually coming back up outside the workshop with the intention to get started. However, again this didn't happen, so the shell sat outside for a number of years, now needing more repairs.

Roll forward to Feb 2016 and my interest came to an all-time low, coupled with the death of my best friend in Jan 2016. My whole Discovery collection was offered up for sale, so for £7500 you could have had 463, a low mileage 1993 3-door, a 3-door donor and a 3-door V8 dealer launch vehicle, registered on the UK launch day, plus all the new parts I had accumulated for 463.

I had the usual stupid offers, someone wanting just 463 and all the new parts for £1000 and another who was doing me a favour by taking the whole lot for £1500, I soon gave up answering the phone.

Sometime during the 2015 show season Roy had been approached by a chap by the name of Dave Ryan, from Autospray, in Bredbury near Stockport, who offered his services in welding, spraying etc, as he was a Land Rover man himself.

Thinking that it could do no harm in getting a quote from him, I made contact and Dave came round and took a look at the chassis. Yes, he would give it a go, a price was agreed and in July 2016 I delivered 463 as a rolling chassis to Dave's premises.

A few weeks later I went over to inspect the work and I must say what a fantastic job he made. There were some compromises needed, but he masked them as best he could, and all the work of the previous welder had been undone, chassis repaired, sprayed and Waxoyled.

Whilst the chassis was away being repaired, I started to strip the two Foxfire red Discoverys that joined the fleet in 2015. This time I methodically placing all the nuts, bolts, screws and special parts in labelled plastic bags. Once completed, I then tipped out my piles for 463 and matched up what I could, then placed all of them in labelled bags and boxes as well.

By November 2016 the chassis was back home and under cover, I had decided at this point there would be no half measures, so I set about acquiring all new coated nuts and bolts, spending many hours poring over the parts book. What I couldn't get from my local hardware wholesaler I ordered as genuine or OEM parts.

Searching websites, and also, where practical, using our local genuine parts dealer, Farnell Burnley, who I have to say has been extremely helpful - even sourcing parts from abroad on occasion, and also many new OEM parts from the local Land Rover specialists, my good friends Pete and John Buckley.

During January, February and March, I was stockpiling parts ready for the rebuild - coil springs, shock absorbers, brake discs, etc. all genuine parts, in between cleaning and sanding all the parts to be reused.

The front axle, the trailing arms and suspension and steering arms were all refurbished and rebushed, after which they were all repainted. Some parts, such as the engine mountings, tow brackets etc, were sent away for powder coating. It's amazing when you break these down into their component parts, how big a pile of bits you end up with!

By Easter this year everything was coming together. I then stripped the chassis of its slave axles, etc. so that it lay as a bare chassis ready for the rebuild and at this point it felt as if I was going backwards!

Ian Rawlings

(To Be continued next month)



Show dates 2017

September

16th – 17th

LRO Show.

East of England Showground, Peterborough. PE2 6HE

October

1st Newbury 4x4 Spares Day Newbury Showground, Chieveley, Berkshire. RG18 9QZ
14th – 15th DOC Birthday Party. Plymouth Hoe. www.discoverybirthdayparty.co.uk
15th Ripon 4x4 Spares Day Ripon Racecourse, Ripon, North Yorkshire. HG4 1UG

November

5th Restoration Show Stoneleigh Park.

If anyone has any dates for a local show that you may attend, please let me know and I will add them to the list.

G---WAC Owner emblems on shirts.

I can produce embroidered emblems on shirts, jumpers or hoodies.

The prices are as follows: - Shirts £13.00. Lots of colours. Polo shirts £10.00. Jumper £13.00. Hoody £17.00

Also in children's sizes, and most other items if anyone would like something different. All prices include embroidery.

Fixed side window rubber seals.

Work on the tooling for the seals is well under way. Part numbers: - MXC7877 and MXC7878.

I have paid a deposit for three pairs already ordered.

Mark should be happy about that because the window on 494 are in danger of falling out !!

Roy.



Jane Gray. janegray147@yahoo.co.uk
(G308WAC)

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*subject to availability from Land Rover



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www.g-wacd discoveries.net

Stripe Treatments Graphics, now available.

Richard has had the artwork done for the stripe treatment for Land Rover part numbers: -RTC9554 (blue keyline) and RTC9555 (green keyline) They can be obtained from www.signspeed.com.

Priced at £225.00, Postage £15.00 plus VAT = £288.00. for the full set, both sides.

Please speak to Freya at 01646 651799 or freya@signspeed.com

Fitting is available at their Cresselly workshop and is charged at the standard rate of £60.00 +VAT per hour spent applying the graphics.

Signspeed Ltd. Brince, Cresselly, Kilgetty Pembrokeshire SA68 0TY

Roy.

Current known owners of launch cars. @ August 2017

G457WAC	Julian Lamb
G459WAC	(Amphibian. The Dunsfold Collection)
G461WAC	Lee Haywood
G463WAC (Camel training hack)	Ian Rawlings
G465WAC	Jack Straw
G469WAC & G490WAC	Jon Chester
G470WAC	Rob Stewart
G478WAC & G526WAC	Roy Preston
G480WAC, G482WAC, G486WAC & G524WAC.	David Ashburner
G488WAC	Robert Blanchard (USA)
G494WAC (Camel training hack)	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)	G323WAC	Colin Crookton
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G395WAC	Sean Coleman
G266BJU (5-dr)	Julian Lamb	G405WAC	Harry Harrison
G513DHP (5-dr)	Project Jay Preservation Group	G406WAC	Keith Britton
G84 WAC (LR90)	Mike Smallbone	G410WAC	Alan Young
G97 WAC (LR90)	Ted Billington	G553WAC (LR90)	Gary Smallbone
G175WAC (RR)	Julian Lamb	G563WAC (Camel)	David Spirrett
G180WAC (RR)	Guy Butler-Henderson	G584WAC (RR)	Sharon Paige
G279WAC	Neal	G601WAC	Julian Lamb
G302WAC	Lee Haywood	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
G316WAC	Mike Smallbone		

Some other factory registered cars.

G580BKV	Patrick Berry	L489WAC	Mark Harrow
G601BKV	Roy Preston	L490WAC	Mark Harrow
G628BKV	Alan Young	L580WAC	Mark Harrow
L470WAC	Jacob Lamb	P647KAC	Patrick Berry
L479YAC	Stuart Laird		

Other early cars

G28 RMW	Glyn Jones	G580PNU	Ian Rawlings
G39 WJD	Bob Jolleys	G711YRY	Derek Henman
G41 VHA	Simon Tinkler	G757SGX	Paul Bishop
G43 KWO	Victor Mitchell	G834FPR	Sue Virgin
G67 RYJ	Alan Mitchell	G843FPR	Jon Isacc
G101GEL	Robert Hoskins	G892VPM	Mike E Hall
G115UKE	Graham Wollerton	G907VYT	Alan Young
G130KWO	Ian Phillips	G923PUE	Nigel Burland
G203DPF	Simon Andrew	G942UTT	Keith Taylor
G229TDV	Wesley Beynon	G950CAF	Elvet Price
G234CBG	Dan Hunter	G956RKM	Martin Smith
G253RFL	Ian Phillips	G987LKU	Andy Greer
G272WDL	Andrew Maclean	H83 YYN	Richard Llewelin
G374UYR	Jack Straw	H95 DBK	Dave Dorling
G412FSJ	Andrew Cameron	H353DJA	Peter Boardman
G425OWB	Chris	H367OBE	Dave Mummer
G436GUY	Andy Jones	H743VAB	Ted Andrews
G441WPX	Mark Harrow	H776POJ	Duncan Campbel
G442AJM	Scott Seacombe	H994BUU	Richard Mahoney
G456AVT	A Burchel	J463HVK Ambulance	William Wallace
G462AVT	Archie Cursham	AZ-829-TJ	Raymond Bechetuille (France)
G553OWD	J Herod	3656 TW 24	Keith S L Daffern (France)
G560EDY	Julian Lamb		Formerly G531DHP
G577TGY	Craig Pusey	LA DC 502	Dr. Hofmann (Germany)

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