



Jochen's G312WAC

# 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

## September 2018

With three restorations known to be underway just now, at the 30th anniversary of the launch of the Discovery next year we should have a good selection of pristine 'Jays' at the Land Rover shows.

The Land Rover Legends show at the Bicester Heritage, have promised a big show for the Discovery, so we hope to have a few G-WACs there.

I am looking forward to the [www.discoverybirthdayparty.co.uk](http://www.discoverybirthdayparty.co.uk) meeting on the Hoe in Plymouth on Saturday 20th October. Patrick and family will be taking the 5-door pre-pro G513DHP for me, and Daphne and I will be taking G526WAC.

The party have been invited to a photoshoot at Robert Young Land Rover at Wood Acre, Saltash Parkway, hope to , Saltash, Cornwall PL12 6LF on Sunday 21st at 8.30am, so it will be an early start from the hotel.

## Peterborough 15th-16th September 2018

I regard this show as the best of the Land Rover shows, the Scottish has a great venue but just needs a few more traders. Kelmarsh is still feeling its way, and with the club stands and traders all on grass, it could be a problem when it is really wet. The new Billing, well Billing is just an off-road show with a lot of noise and not much else for ordinary clubs to display their vehicles in the arena and describe their club's activities to the public.

At Peterborough we managed to muster up five G registered, two H registered, and two L registered 'Jays'. Including G312WAC, which Jochen brought all the way from Cologne. Duncan brought his Camel H776POJ to our stand on Sunday, to replace Ian's G253RFL, which had to leave on Saturday.

The traders were in full flow, but with very little to offer for our early cars. One trader displayed what was described as a 'full interior in blue' for £200.00, but it was minus the vital side panels and good alpine light panels. If you are like me, you will have plenty of this awful cardboard and shrunken fabric in stock, without buying more !!

I had three 'Jays' on display, Patrick brought the 5-door, and I managed to secure the services of Dan to drive 526 for me. Daphne and I took the Honda Crossroad.

The Honda developed a misfire on the trip from the hotel on Saturday morning, but Ted soon diagnosed the problem of no. 1 and no. 3 plugs not sparking, so Graham supplied two good plugs and leads to get all eight cylinders of the V8 3.9i working for the trip home. The belts were slipping too, so Ted and helpers fixed that also. (I've only had this 'Jay' for three weeks, so very little time to do a good maintenance job on her)

Thank you all for your support at the shows this year, and I look forward to seeing more 'Jays' out next year.

Our next trip is down to Plymouth Hoe in Devon, for the [www.Discoverybirthdayparty.co.uk](http://www.Discoverybirthdayparty.co.uk) 19th October. We have applied for a stand at the Practical Classics Classic Car and Restoration Show (PCCC&RS) at the NEC, 22nd – 24th March, where Ian Rawlings will show us the progress that he has made with G463WAC.

The new Land Rover Legends show, held at Bicester Heritage this year, is being repeated on 26th–27th May 2019 and will be a big hit for the one model owners' clubs. We should have a good coverage from the organisers to celebrate 30 years of the Discovery.



## The continued restoration of G463WAC

Well here we are back again, where I left the restoration back in July 2017, I was hopeful that the body would be completed and back on by Christmas 2017, needless to say that didn't happen.

A major project at work consumed all my time from mid July 2017 until May of this year, therefore unfortunately 463 had to take a back seat again. The gearbox did come back from Ashcrofts and some other parts were obtained but that was about it until May this year.

With my good fortune of working for John Lewis, after 25 years service they give you a 26-week sabbatical, mid career break. I have been there 29 years so this year I decided to take it. Now you would think this would give me all the time in the world and to a degree, it does but life still gets in the way.

Remember, I'm doing this restoration virtually on my own, it's not an open cheque book restoration and I'm just a regular guy with a regular wage, and believe me things still get in the way.

A good tip if you are doing a major restoration is to concentrate on that car, and don't get distracted with others. Unfortunately, I bought a 1999 D1 in July to use as my everyday vehicle, but as always with new cars, it needed some 'fettling'. That's another story but needless to say it has caused some distraction and redirection of funds.

When the gearbox came back from Ashcrofts, getting that put back together with the engine would be my first task. I knew the engine was ok before I stripped 463 down, so I had decided to just clean the block and renew/referb all the ancillaries. I was going to remove the head and have it all refurbished but some mechanic friends of mine said if it was ok then leave well alone, so that's what I decided to do, after all from memory it only has 94,000 + miles on it.



First of all, the engine was drained of all the oil. I'd left this in as protection more than anything else. The engine was stripped of all the ancillaries and thoroughly cleaned, jet washed after a coating with engine degreaser, then another coating of degreaser and hand cleaned. After that it was out with the rotary wire brushes. I bought some micro wire brushes from Ebay to get into all the little crevices, which worked well. It was then a wash down with a paint cleaner before painting.

I painted the block, though at this point I was still going to take the head off, but didn't, so that was left. With the engine now clean and painted I turned my attention to the gearbox. I had all the bits in stock and had previously had the bell housing blasted. (Note, although after a lot of work with a wire brush, polishing up the bell housing after blasting, the finish was quite rough and took a lot of time to clean back up. I would consider chemical cleaning next time or a finer blasting process). The same thoughts were applicable to the flywheel housing which was blasted at the same time.

The housing was refitted to the engine along with the flywheel using the prescribed new bolts, which were obtained from Farnell Land Rover at Nelson, then the clutch assembly fitted. After I had refitted the bell housing to the gearbox, the gearbox was fitted.

Next up was the transfer box, which was opened up and checked. The internal gears all seemed pretty good with the exception of the mainshaft gear. This is a very important part to check for wear when having the gearbox reconditioned, and I'm glad I checked. Mine was the original type without the cross drilling for oil flow, and was very worn. Had I refitted this I would have lost drive sooner rather than later. Matford Land Rover in Exeter were advertising new genuine mainshaft gears at a very reasonable price.



This is not the first time that Matford have come to the rescue in this restoration, and I appreciate the help given by them on many occasions.

**Continued on the next page.**

When the new gear arrived it was fitted along with all new seals, the transfer box was then reunited with the rest of the engine/gearbox assembly. With the engine and box fitted, the propshafts were next. One NOS (new old stock) unit, and the rear was refurbished, then I started to refit the levers and ancillaries to the gearbox and transfer box.

The brakes were still missing a rear shield. But as the rear axle is not original, I'm fitting later shields. (tut tut, they are not difficult to make. Ed.). That said, the originals, which were notorious for withholding stones and debris etc, are no longer available. The original part numbers now bring up later versions of the brake shields, though even these are also now obsolete.



Callipers were another problem, originals are no longer available. Matford Land Rover traced one STC1258 remaining in stock at a dealership in Spain, which I did think about chasing. Some parts for this rebuild have come from France, Germany, Russia. Farnell Land Rover brought one part in from Dubai! So, it's been a challenge to say the least in getting genuine parts for 463. So far, I have been very successful and up to now the only pattern part I have had to fit is the exhaust.

I decided in the end to get the front original callipers refurbished at 'Bigg Red', who did a very good job on them. For the rears, I did manage to pick up a set of originals and the rears are still available at Land Rover, all be it on a superseded part number. Another part that has been away for



refurbishing is the turbo, which went off to Turbo Rebuilds Ltd at Preesall near Fleetwood. Another supplier that has made a cracking job of bringing a used part back to life.

My next job is to refit all these parts, this is where the distraction of the 1999 D1 comes in. I need to have the everyday motor on the road, so my time over recent weeks has been spent on this.

That said, I have also been getting the shell ready to go down to Dave Ryan at Autospray in Bredbury. Dave came up to take a look at the shell and to help me to make the decision as to repairing this shell, or weld the 3 door sides into the brand new 200tdi 5-door shell I have sitting in the garage.

We decided it would be better to restore the 3-door shell, as overall it's not that bad, and it would be a shame to spoil the 5-door, which I will find a use for later. After looking at what some members are welding up on the Project Jay Facebook page, this shell is very good, so we'll be moving that down to Dave's place in a couple of weeks as it is booked in.

My new aim is to have the shell sat back on the chassis by Christmas. Dave is doing the repairs in two stages for me. My part is to strip the shell of all her panels and for Dave to weld up where necessary, then paint the inner shell. This will constitute a white engine bay and inside the shell. The door apertures will be painted Sandglow along with the roof. It will



then come back to me to be built up. It will go back to Dave for the second stage next March, for the final outside coats of Sandglow, which will then represent how 463 left Land Rover in 1992 after participation in Camel Trophy training activities at Eastnor Castle.

This is where we are at the moment, but progress should be continuous from now on with the aim to be ready for the 30th Anniversary Birthday Party on the Hoe, next year. Perhaps I can get it to the NEC Restoration Show in March on the Project Jay Preservation Group stand.

Ian Rawlings

