



John's K554GKV

G-WAC Notes

From the
Project Jay Preservation Group

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



Gary's G577TGY

February 2018

With 478 away for a body off restoration, and 526 away having a new rear floor, rear body crossmember, MoT and a general tidy up, I have had time to give L680 YVV, my 'winter wheels', a 6,000-mile oil service and adjust the draglink to centre the steering wheel.

The Honda has also had a little attention to get her ready for the road.

All the paperwork is now sorted for the PCCC&RS show at the NEC on 23rd to 25th March. When I say paperwork, it is all done by email, with screen after screen to absorb. I must admit that I print it off to get my head round it all. I look forward to meeting a few PJPG followers at the show.

The Honda Crossroads

To get her ready for the MoT, the damage to the steering lock was the first job in need of fixing. I bought her from a scrapyard, as a stolen/recovered car. The damage was caused by car thieves before I acquired her.



I was dreading the work involved in replacing the steering column, because it needed two spanner men to work on two of the bolts that hold it to the bulkhead, one man under the bonnet and one under the dash.

Daphne said that she had not previously carried out any repairs on a car, but

was willing to get her hands dirty.

With the Honda having been in Japan from 1993 to 1999, there is not much rust about, so the nuts were easy to undo, although very fiddly under the brake servo.

The speedo binnacle had also been damaged, so I replaced that at the same time.

At the last MoT pass in 2014, there was an advisory for pitted or worn discs at the rear, so that will be my next job.



The tyres are now fitted to the correct wheels for the 5-door model, Cyclone alloys.

The 'Jays', in Classic Land Rover magazine

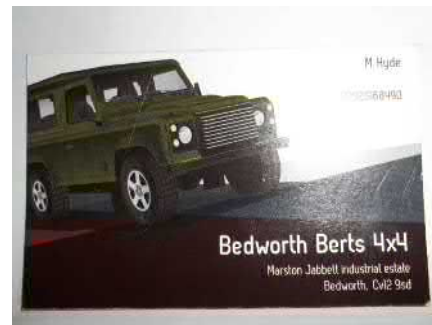
Page 74 to 77 in the March issue of Classic Land Rover magazine, is a story about Don Hall, who for many years was a professional driver for Land Rover and still works part time for them.

There are some rare pictures of the prototypes on test, many of which Don drove to destruction as his daily work.

Blue trim

Mark Hyde, at Bedworth Berts 4x4, is currently stripping D1s with blue trim.

His depot is at Marston Jabbett Industrial Estate, Bedworth. CV12 9SD.



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Progress with 478

With a number of trim panels now removed, some of the build history is being revealed.

The 'Jays' were built in early 1989 and parts had already been produced by the outside suppliers. The tail lamps were made by Britax Vega Ltd. from the design used for the Montego van.



With the VIN number ending GA385691, she was in build during March 1989. On 16th March she was numbered as LR00103 with the Specially Designated Vehicle number SDV 9.



At the launch in 1989, there were 12 G-WACs in this shade of red, Foxfire Red. Three were fitted with the V8 petrol engine, and she is the only known survivor in this colour.

She will be on show at the PCCC&RS show at the NEC.

My 'winter wheels' L680 YVU

Purchased initially to run during the winter months, instead of running 526 or the pre-pro 5-door in the salt, my son uses her occasionally to marshal at car rallies, ideal for the forest tracks on the North York Moors.

With 102,000 miles on the clock she was due for a 6,000-mile oil service, and the steering wheel centralising.

For her last MoT she needed two new draglink ends. When fitting the replacement ends, it is not easy to get the length of the draglink exactly right, resulting in the steering wheel not central when driving in a straight line, (very annoying to me).

It is fairly accurate to count the number of turns required to remove the ends, and to screw the replacements back the same number of turns, but not always accurate enough.



However, it is possible that the steering wheel has been removed at some time and not refitted on the correct spline. I therefore always check this by uncoupling the drag link at the steering box end, turning the wheel from full left to full right and noting the position of the wheel at the centre of the turns.

The exercise proved that the wheel was indeed straight ahead when the steering box was at the centre of its travel. With the drag link refitted to the steering box, it was then an easy job to turn the drag link tube to set the steering wheel to the centre.

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K554 GKV saved from destruction

I had known about K554 since 2010, a June 1993 Tdi in blue, stored at a friend's garage after being assessed and deemed beyond economical repair. How hard could it be? An expression that followed me through the repair work over and over again.

I had a plan - four weeks to get it on the road in ample time for my son to use it as his first car, a hobby for Dad and wheels for son. After all it doesn't look too bad does it?



A month of evenings and weekends was spent tidying, checking, overhauling and making it both go and stop.

Repairs to the brake calipers involved welding bars to the pistons to remove them, someone had apparently fitted new pads and pushed the pistons with their rusted exposed outers, all the way back into the housing. New seals, new pistons, and with new pipes everything was back to good working order.

So, very quickly we had a mechanically sound vehicle just needing attention to the structure. Again, how hard can it be?

The rear of the body was resting on the chassis spring supports, and the rear door fouled on the bumper. Big reality check, is it worth carrying on?

Using every publication that I could lay my hands on, plus the Internet, I discovered that front inner wings are not considered structural. An MOT pass is assured, even when corroded through, and that the boot floor is much the same. This then opened the opportunity of repairing these with seam sealed and riveted construction, not little aluminium rivets, 4.8 mm large head stainless steel were the order of the day.

Sills were another matter, patching was just not going to be good enough. The body rear member and mounts were removed completely, plated, the body lifted, and all welded back into place. Sometimes it helps not being daunted by apparent impossibilities; it always amazes me what can be recovered with a little determination, just look at the body mounts.

Then a big delay due to other commitments, last touched in September 2016.

The next opportunity to work on it arose at the end of November 2017. Four weeks later it is on the road. Why did it take so long? In reality it has always been there as a fill in project.

It is now being "shaken down" to find any faults, and in true tradition of marking its territory, it has dropped the contents of the rear differential on the drive, due to corrosion of the rear pan. It is repaired with liquid metal putty (for now at least).

Next it is a matter of sourcing a dozen or so missing parts and some cosmetic work, with the intention of continuing, on a rolling rebuild basis. Plus some research into the vehicles history.

This style of repair can never match a proper body off restoration, but with values so low currently, and not to my knowledge it does not have any special provenance, at least one more has been saved: for now.

Maybe in the future, with numbers diminishing, there will be justification for a full restoration? In the meantime, the intention is to use it as a general run-around, visit a show or two, and with luck we should have a nice useable classic.

John



Current known owners of launch cars @ February 2018

There were 86 cars registered on 01.10.89 from G451WAC to G537WAC, with the exception of G500WAC.

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

Other pre-production, and G-WACs

B62COH & C60JKG	Philip Bashall (The Dunsfold Collection)	G323WAC	Colin Crookston
C742HUH	Charles Whitaker	G347WAC (LR110)	Ron Boston
G226EAC (5-dr)	Project Jay Preservation Group	G361WAC (RR)	Julian Lamb
G266BJU (5-dr)	Andrew Liu	G395WAC	Sean Coleman
G513DHP (5-dr)	Project Jay Preservation Group	G405WAC	Harry Harrison
G84 WAC (LR90)	Mike Smallbone	G406WAC	Keith Britton
G97 WAC (LR90)	Ted Billington	G410WAC	Alan Young
G175WAC (RR)	Julian Lamb	G553WAC (LR90)	Gary Smallbone
G179WAC (RR)	Roger Fell	G563WAC (Camel hack)	David Spirret
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	Mark Harrow
G311WAC	Ivor Ramsden	G617WAC (LR90)	Gary Bryans
G312WAC	Simon Purcell	G618WAC	Steve Ducker
G314WAC	Owner not known	G635WAC	Paul Ridley
G316WAC	David Maingot		

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	G757SGX	Paul Bishop
G39 WJD	Bob Jolleys	G834FPR	Sue Virgin
G41 VHA	Simon Tinkler	G843FPR	Jon Isacc
G43 KWO	Victor Mitchell	G892VPM	Mike E Hall
G67 RYJ	John Davies	G907VYT	Alan Young
G101GEL	Robert Hoskins	G923PUE	Nigel Burland
G115UKE	Graham Wollerton	G942UTT	Keith Taylor
G130KWO	Ian Phillips	G950CAF	Elvet Price
G203DPF	Simon Andrew	G956RKM	Martin Smith
G229TDV	Wesley Beynon	G978KOF	Ian Rawlings
G234CBG	Dan Hunter	G987LKU	Andy Greer
G253RFL	Ian Phillips	G989ELJ	Oliver Tebbutt
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	H774SVF	Simon Andrews
G456AVT	A Burchel	H994BUU	Richard Mahoney
G462AVT	Archie Cursham	J140OAC 116" Ambulance	John Francis
G463HMK	Peter Murphy	J463HVK 116" Ambulance	William Wallace
G553OWD	J Herod	K554GKV	John Poulson
G560EDY	Julian Lamb	AZ-829-TJ	Raymond Bechetoille (France)
G577TGY	Gary Pusey	3656 TW 24	Keith S L Daffern (France)
G580PNU	Ian Rawlings	Formerly G531DHP	
G656RYB	Graham Welch	LA DC 502	Dr. Hofmann (Germany)
G711YRY	Derek Henman		

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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 Issue 127 February 2018