



Matt's G91 WAC

G-WAC Notes

From the
Project Jay Preservation Group

A News Sheet for those who are interested in the factory registered G-WACs.



Gary's G617WAC

April 2021

The shows are a muddle now because we attend both Classic Car shows and the Land Rover shows. Some of the shows for the early part of this year have been postponed to later dates but have now clashed with other shows which already had dates reserved.

However, we are looking forward to getting out and about in our Jays. G478WAC ran out of MoT last year so I will need to get her done and taxed. G526WC is still taxed, and I gave G513DHP a run up in her storage last week, so ready for the tax as soon as there is anywhere to go.

534 has a new home.

The reason for me buying her is that I have great memories as a child growing up in the back of my dad's Range Rover classic and his 1992 Jay 5-door.

I remember going into Hartwells Land Rover in Bristol back in 1992 and seeing his Jay when she was having her pre delivery inspection ready for us to collect, and it got me hooked.

Since then, I have owned a lot of Land Rovers from Range Rover Classic, Discos, Series, 90s and 110s whether they were countys or double cabs, but I have always loved the look of the early Discos and what they did for the Land Rover brand.

The main reason I bought 534 (apart from doing my bit to save a bit of Land Rover history) was so that I can take my two young children George and Darcey out in the car and hopefully create the same good memories similar to what I had in dad's Jays.

The plan is to keep her, and if my children have the same passion for Land Rover as myself then it will stay in the family for a long time.

I have had the front section of the roof replaced as it was a little like the Niagara Falls down the windscreen when it rains. Other than that, she has just had a good clean and put in the showroom to keep her safe until I had more time to spend on her.

However, I dropped her down to Mark's place at Blackheale 4x4 as I had to collect our Range Rover Classic from him after it was restored.

I have asked him to do a bit of work to her in regards rust to the chassis, some body panels and getting the engine running right and the numerous oil leaks cured. Am waiting for him to call me with the good news of how much he thinks it will cost to sort it out.

I know he is very busy so not sure when she will get done but hopefully before the end of the summer as I am looking forward to taking her out for a good run in the sun. That's also probably the reason I joined the Motor trade.

As for my business. I set Bristol Car Centre up during the first lock down last year and as the name

suggests I am based in Bristol. I sell all different types of cars from high end sports and SUVs to little city cars, but I will always have a few Land Rovers in stock as well. I will only stock between 25 to 30 cars as I find with that amount of stock, I can give a more personal touch and a better service.

The only issue I have is that when I buy the Land Rovers, I always find I want to keep them for the family collection and if it were not for my wife, I would probably have a lot more but no money to do anything with them.

Rob



Seen on Facebook

A follow on from last month's article about G175WAC, from Julian

Six years ago, I saved G175WAC from a Scottish scrap yard and she is now back to full health and driving around the lanes of Solihull once more.

She is fully restored but retains a care-worn patina to her outer panels which suits her intended use as all-purpose, go anywhere, family 'tractor'.

She has a 200Tdi engine (as originally fitted when nearly new) and a subtle resto-mod with a few key trim features from the late 70s-early 80s.



She was fabulous to drive back from Devon to Solihull and more than capable of playing with the 'big boys' in the fast lane on the 170-mile drive back along the M5.



The body was removed, chassis stripped, rust cut-out and first-class fabrication work completed by Lee and Steve at LMS in the Forest of Dean.

Huge thanks to Mark Harrow at Blackheale 4x4 in Devon, for his very high quality mechanical and electrical finishing work; then giving her a thorough shake-down before I collected her.



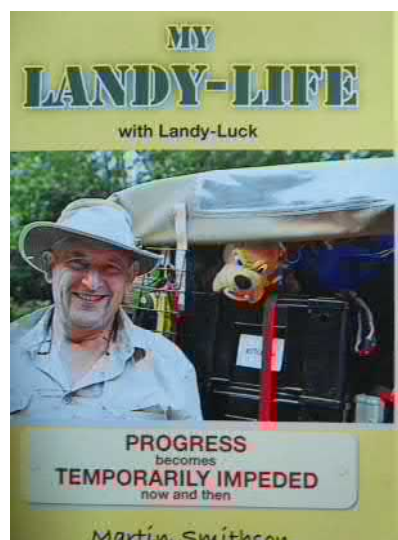
My Landy – Life A book by Martin Smithson

Martin is a member of the PJPG and has written a book about his experiences with his Land Rovers, he says "These pages relate just a few of the many Land Rover 'Experiences' I have enjoyed over the years while living my Landy - Life from Heaven to Hell and beyond"

I have read the book, and as indicated by the titles of some of the chapters -'The French Disconnection' and 'Algeria/Tunisia border' it was fascinating reading.

Copies can be obtained online from Martin at £12.50 www.mylandylife.co.uk

Roy



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