



My Car History

Most people will know me by now but at last I feel a bit more like a proper member of the TR Register.

My 1955 TR2 is now up and running needing just a few trim upgrades to look respectable again.

My car history goes back a long way. I passed my test in 1977 while still at school but didn't get a car until I finished university 3 years later. A Mk 2 Ford Escort Estate. In 1981 I decided I wanted something better so with the cash earned from 2 terms of (trying to) teach the unteachable I saw an advert for a Jaguar E Type. Went to see it and bought it there and then. Loved it after some restoration and still have it. The Escort needed a new back axle so I swapped it for a Jensen Healey - out of the frying pan into the fire as it was full of filler and had a Vauxhall engine instead of the Lotus unit. It didn't last long as I swapped it for a 1964 Daimler V8 2 1/L. Pure class. You just couldn't hear the engine running. I still have it although it is rather poorly with tin worm. Those of you who watched Lovejoy will know that he could sense an antique as soon as he walked into a room. I was the same with old Jags and bought a steady string of Mk2s hidden in people's back yards from as little as £50 each.



Dad always had Triumph 2000/500 saloons which I also drove for many miles. I saw an early long door TR2 advertised and went to see it. Said that I would have it but went back with the money and it was gone. That was my first ride in a TR. It took me until 1996 to get my first car, the TR2 which is now up and running again. I was still mainly Jags and had a long line of XJ6s used as tow cars. When I needed a new set of tyres I used to go to Cannock car auction, see what hadn't sold and buy an XJ6 with 4 good tyres for £100, strip it out and get the tyres free after selling the parts.

I must hold some sort of record for the most expensive second-hand windscreen. The Daimler had a toughened screen so I decided to get a laminated one for it. Saw one advertised in Manchester so went to see it. Trouble was I came back home as the owners of another E Type but I guess it was also the best windscreen investment that I made.

It may be that I am now older but the Jags do seem to be a lot heavier when I am pushing them around so at the beginning of Covid I imported some cars from America. I can still manage to push them on my own. The pics show how they arrived. I always buy on price so can't lose a lot of money even if they are un-restorable when they arrive. The TR6 is now in primer having had all bodywork done. The TR3 is catching it up. I need to swap one wing and knock a few dents out before primer. The white TR4 is next to do and the red TR250 doesn't need a great deal to be up and running. With a bit of luck I should get to a TR meeting in something other than a Mondeo this year.

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