



Pierre Miles

Group Leader:

Although I have a passion for owning an Alfa Romeo 'day car', I decided in 2013 to take the opportunity of satisfying a long-standing urge to own a TR6. I found a car at the right price and in the right condition and haven't regretted it since. The car is averaging 6,500 miles a year, being driven all year round either on local trips or on tours in the UK and Europe.

I do some of the maintenance myself but if anything of significance comes up, I resort to using a TR specialist - I know my limitations!

I joined the TRR in 2013, found myself LVG treasurer a couple of years later and then Group Leader in 2016. My aspiration as GL is to get more of our members driving around in their TRs more often throughout the year. Stand by to be badgered!



Brian Chidwick

Deputy Group Leader

As a retired software engineer/configuration manager, I have only average mechanical abilities and facilities, learned from experience. Beginning with my first motor-cycle, a 1960 Royal Enfield 250cc Crusader Sports before embarking on a lifetime of dirty finger-nails with mainly Triumphs including Standard Super 10, Spitfire, Vitesse and various TRs.

I bought my first TR3A in 1972, joined the TRR, became one of three founder members of Lea Valley Group in 1973 and TRR 'Spares News' editor from 1983-86. In 1977, I bought my current 1960 TR3A.



This car had a hard life up until December 1988, when the crankshaft broke. The saga of its resurrection is told in TRunnions #20111 Jan/Feb 2011 onwards, available on our website.

During the rebuild, my wife Lynda bought another 1965 TR4A to replace her first love and the TR3A rebuild was completed in 2007. The car is in regular use all year round as a 'daily driver' as well as for holiday transport and classic car tours, although Lynda's TR4A has since moved on to another good home.

Nevertheless, there is more to life than cars and bikes and I enjoy time and fresh air out of the garage with our garden railway (45 mm gauge, electric-powered and live steam).

David Dawson

Technical Advisor:

My motoring started at the age of 15 when I rebuilt my father's Anzani V-twin engined Morgan 3-wheel "Grand Prix" car.

Education was in Mechanical, Electrical Engineering and Electronics, working initially in the Military Aviation sphere. Later work was in early mainframe computing followed by running a number of electronics companies.

My last business was owning and running a parts supply company to the homebuilt / light aircraft industry.

I started driving with a 1934 Austin 7 followed by a 1939 Chiswick assembled Chrysler Wimbledon then onto my 1957 TR3 which I road and stage rallied. This was replaced by a 1964 TR4 which was also rallied as well as using it for early Rallycross.



The TR's made way for over 15 years of circuit racing in Historic Sports Racing Cars where I prepared and raced a Lotus 23B, Ginetta G12 and also rebuilt a Lola T210. I have built/developed around 34 different types of engines as well as numerous transmissions.

I left the motoring scene completely for private flying for over 30 years, maintaining, as well as eventually building my own aircraft. I returned to TR's in 2003, joining the Register at the same time.

In 2004 I acquired a TR5, a TR7-V8 in 2005 and a Lotus Elan 130/5 in 2014, supplemented for a short period by a Stag and a Lotus Esprit, a recent addition being a Lotus Excel.

Since completely rebuilding both the TR's by 2006, my wife and I have driven them nearly 58,000 miles mainly in Europe from Norway down to Greece, the Balkans and from Ireland across to Eastern Germany. Over the years I have been fortunate to have had a lot of people who have helped me in gaining motoring knowledge, thus I am happy to share my knowledge to help others in the same way.



Jon Marshall

Technical Advisor & TRR Registrar for TR4/TR4A:

Background - Aerospace Structural Analysis & Design. I bought my first TR4A in 1967 which I kept for 3 years, but when the British Aircraft Industry went through a lean period I sold the car and moved abroad. After a short return to the UK I married Diana and moved to Germany for 5 years.

I joined the TRR in 1985 (and also LVG) when I returned to join British Aerospace's Guided Weapons Division in Hatfield.

Sometime later, I saw a cheap TR4A that was in poor condition and needed a rebuild. I drove it for a couple of years, then the engine blew up in a cloud of steam. A con-rod smashed its liner and became twisted in the process, it is now chromed and mounted on a plinth as one of LVG's trophies. I started collecting parts and began the restoration, but was then diagnosed with Cancer and had the restoration completed professionally.

It is one of the two 1966 Earls Court Motor Show cars, red when I bought it, but I changed it back to its original colour, white the same as my first car.

In 1994 I was appointed TRR Registrar for TR4/TR4A, a position I still hold today. My predecessors were all very knowledgeable about the cars and after looking for something to specialise in, I hit on the Dove and shortly after purchased one. I was LVG Treasurer for many years, becoming Group Leader when attendance had shrunk, in order to keep the group alive until someone younger would take over.



Phil Sanford

Treasurer & Events Co-ordination:

Born in the early 50s, I grew up in an era where we practiced make do and mend. I enjoy tinkering with cars and find it gives me great satisfaction in fixing the odd faults on my car. My first TR was a TR4A bought at auction in 2015 shortly after I took early retirement.

I was seduced by the beautiful lines of the car and caught a dose of auction fever. An expensive mistake, as it took quite a lot of work to make it properly roadworthy. Disaster struck later in the year when a rear hub broke putting me and the car backwards into a ditch. It lost my affection and as soon as it was repaired I sold it and bought a red TR5, known as Rooster. My aim is to use my TR as much as possible and enjoy the great company of our members who are a wide and varied group of people. I've done several trips abroad and many in the U.K.

My second year of membership of the club saw me elected onto the LVG committee as treasurer. This involves organising the raffles with my unmissable offer of five tickets for a fiver!



Mike Aldridge

Events Co-ordination:

My interest in all things motoring, must come from my Father who worked at Vauxhall Motors, man and boy. Being in Engineering he had a different car every night (mostly Vauxhall and GM cars) and as soon as I hit 17 years of age I passed my test and he let me drive the company cars (probably more often than he should). I retired early from a finance role after 42 years with HSBC in 2016.

I joined TRR in 2014 and purchased my red TR5 (they are all red aren't they?) in January 2015. The great times my wife Christalle and I have had driving the car and attending TRR events, meant it was a natural course for me to offer to join the LVG committee.

I had already been co-opted on to the "Events team" in late 2018 and I am now the new boy, having been elected onto the committee at the 2019 AGM. Being a pen pusher all my life has meant a steep learning curve doing work on my car, but I am learning fast and intend to do as much as possible (working with our son Ben). So far it has kept the car serviceable and allowed me to attend quite a few tours, covering around 5000 miles a year.

Chris Glasbey

TRunnion Editor:

Born into the TRR in 1975 with my TR3A. Organised many touring events, both national and local. Competed with TR in Hill Climbing /Sprinting but now enjoy touring with TRs and all classic cars.

Currently editor of "TRunnion". Having owned the 3A for 46 years, I plan to drive it even more in retirement!



