I wanted to thank you, once again, for organising the visit to the Morgan factory, which we - and a great many other TR folk (some from abroad, including my Italian friends) - enjoyed immensely. Can’t think why the Register had not done it before, but volunteers are always stretched in providing so many activities from Friday afternoon to Sunday evening, so it was great that you made it happen. Vice President, TR Register

We really enjoyed the Morgan factory visit and Lesley and the team should be proud of this as it was something that the TR’s haven’t done - and many of the Register members that went along thought it great.

The philosophy of the clubs differ. TR Register believe that the members attending the event should pay for it. SOC provides some of the funding from the club’s coffers enabling a cheaper entry cost. In a year when no suitable offer had been made from an area it was time to puzzle out an answer. In the end we negotiated the purchase of entry at the TR rates - their members could not complain that SOC members were getting cheap entry and SOC would supplement the pre-booked entry so that our members would not complain about a price hike..... dependent of course on everyone actually reading the pre-booking information appearing since April 2012 in the mag and also on the website. There was a risk if more members pre-booked tickets than were expected the budget would be exceeded! Dave Ward, then on the National Committee, and I drew up the early plans with the TR Register Chairman and Committee. Then Dave Ward decided to emigrate for 6 months (what did he know??) while I agreed to handle the bookings and continue to attend the planning meetings with the TR Register working party - a group which varied from 6 to 30 as the event drew nearer. Thankfully Tony Lapworth of the Committee joined me. We wrote to invite all the SOC magazine traders although bookings were made through the TR Register. The TRs tend to camp or make their own B&B plans, but Roger and I visited hotels local to Malvern in an ever widening area seeking a hotel base for TRs and

There had been suggestions of joining up with the TR Register for our national event for some years, but one sticking point had been the relevant costs to members. It was also a very pleasant change to be able to see a wider range of cars at the event. August 2012

It was also a very pleasant change to be able to see a wider range of cars at the event.
SOC alike. Malvern is short of large hotels without parking restrictions. Having rejected the showgrounds very expensive facility, Saturday night dinner would be at the hotel for members of both clubs. Roger and I also planned the Fun Run for both clubs.

Thursday, set up at the show ground, but in fact the TR Register did the lion’s share even offering to put up our flags and banners at the gate.

On behalf of SOC I arranged the visit to the Morgan factory for 30 people for Friday morning... which grew to a pre-booked 130. Wall to wall sunshine and blue sky greeted us at the Triumph parking area set up with Morgan marshals. The tours took us through the factory with close up views of the finishing of a variety of Morgan models, having been warned that an infectious bug affected the factory: touch a Morgan and you would want to order it. I found I was immune... Nice to look at, but too little comfort, far too little luggage space and I would miss the V8 burble. Morgan kindly kept the cafe open for us for lunch.

Back at the showground for the evening Olympic games events in the sunshine; Olympic torch parades, bring and burn BBQ, tug a TR, races, Stag snags and leaders, bungy racing, wii games, all saw a lively mix of SOC and TR competitors. Well done to Norfolk for their winning Olympic torch.

Saturday is still bright and sunny and Triumphs of all sorts are flooding in, the campsite is in full swing. In the arena SOC and TRs were compared and contrasted. Steve Redway and Graham Robson on the microphones proved just how much they knew about the wide array of Standards and Triumphs before them.

"Try a Stag or TR" was popular with a queue forming for the Stags available. I think we were a bit more generous leaving the showground for a circular run round the local roads with our passengers while the TRs apparently stayed in the showground itself. Although I invited (several times) Stags to move from the parking area into the arena, owners were reluctant. SOC now stands for Shy Owners Club. Illustrated by the lack of Stags in the Auto Solo competition. Good to watch, but only one lonely Stag owned by Tony Lapworth competed (and beat) some of the TRs with a quicker time. See Tony’s performance on YouTube. He certainly gave.

Compared with the Malvern shows in previous years the traders attendance was actually higher than in the past, which I am sure is down to the economies of scale offered by the larger potential customer base from the combined event, yet having the travel costs for one weekend only. Much has been said about this but the fact that many suppliers now carry a much reduced range of stock to such events shows the direction of travel anyway - rise of use of E bay etc. etc. Most traders offer free p&p on orders to be collected at the show anyway.
some of the TRs something to think about and passenger Julie Gallagher something to squeal about as she held the video camera!

Unlike the unfortunate Rolling Road parked at the back of the halls and overlooked by many, the day was busy in the trade halls and the technical seminars in Severn Hall were found useful and proved popular to Stag Owners and TRs alike. Sadly, we were not able to offer a single person to run a 40 minutes Stag only session. Accessories were moving rapidly and SOCTFL and the Forum were kept busy with technical queries. Di Lapworth stood in for the Membership Secretaries and Tony Lake and Julie Gallagher explained how the social network for members on Facebook and Twitter works. Those with less of an interest in the cars were taken by coach to Cheltenham for retail therapy. In the Avon Hall we had the concours cars being polished to within a thou of their original paintwork. With more than 8 models the TRs took up most of the hall, but we had our own section for our 6 keen competitors and a tribute to their owners and to the club they all were.

The Fun Run of 50ish miles around the Three Counties was thoroughly enjoyed in the sunshine and we didn’t lose anyone!

Towards the end of the day, the Overseas Parade including some Irish Stags roared round the showground with national flags.

Finally, before we left the showground we checked the revised and larger Stag parking area for Sunday.

Saturday evening entertainment for many was at the showground with a blues band and disco. While at the hotel with a sit down dinner for 100 - Graham Robson provided a humorous insight into his experience with Triumph and later as a writer and author. During the dinner Close Up Magician, Sian, entertained and amazed us. “I don’t believe it” was the call of a number of would be Victor Meldrews. Not having a dance seemed to be well received as we could all chat.

Sunday’s heavy rainfall meant that we had to move the arena into the Wyvern Hall which I think worked well – once the PA could be bludgeoned into life. The rain finished the relocated Rolling Road completely – slipping...

On arrival, we had a bite of breakfast, after a whirlwind tour of the concours hall. Then we wandered around the trade stands and the autojumble. Of course, I saw so many bits I could gleefully buy for my own Stag restoration project but I am into another project at the moment, so I had to be restrained. Not quite literally...

I thought the event was excellent. Ian Evans, previous Chairman of TR Register said some very nice things about SOC on the microphone on Sunday. I thought you and Roger did a wonderful job of organising that for the members so a big thank you. Whatever the decision on the Stag National day for next year, we’ll do our best to come along. Member of SOC and TR Register.

I thought that the two clubs came together and created a great event. Ian Evans the TR Register Vice President said on Sunday that the two clubs and the cars really complemented each other, and this sentiment has been echoed on the TR forum.
wheels would mean incorrect readings. But the delay put the programme out significantly and I was grateful that our own Steve Kiefer was patient with the repetitive changes and finally drove LD1 into the “arena” for a discussion on the mike with Graham Robson. Thanks also to Andy Roberts who displayed his Lines of Bristol 2000 saloon with the stag engine.

A well organised Forum rumbled up to the indoor arena at 12.55 pm ready to roll through at 1.00 pm. DaveB and Martin Stevenson did the chat thing on the microphone. We did have one black exhaust cloud from an “impatient” Stag when the driver revved his engine, but the one everyone will remember is the Stag without the starter motor that had to be pushed!

I gather the non-technical seminars in Severn Hall were well received by the few who attended and covered Entertaining Made Easy, Health and Beauty and Wine Tasting.

In the trade halls it continued to be a busy day. The Bring and Buy had a number of second hand Stag parts changing hands. Jane and Paul Thomas on Accessories were busy and loved meeting those of you who stopped to say hello. The SOC stand was still busy with SOCTFL, the Forum, Facebook and Twitter, Peter Robinson wearing his Membership Secretary hat and Di Lapworth holding it all together.

Now the dog show - new to SOC and something of a worry to our insurance officer! But the entrants behaved very well, no one was bitten and even their owners only barred their teeth and growled at the opposition. Overall this part of the event went well and might become a permanent fixture for SOC.

A large crowd gathered for the 3.00 pm awards to the concours cars. SOC were up first and in my opinion all the competitors were winners. It was a tight competition but the judges awards went to:

- **Mark 1**
  - Peter Swindells
  - damson TNA 236J

- **Mark 2**
  - Paul and Polly Booker’s magenta
  - Mark 2. NMA 384L

The Car of the Day (cup sponsored by StagTech) was voted by the members as the damson Mark 1 SJY 6L belonging to Andy Moss of Devon.

I “mixed it” with the TR types, I was camped by them, one of which came over to help when the Stag let me down (1st time in 6 years) no us and them although one asked if mine was a TR9!!! : )

I really enjoyed the Sunday, the only day I went, but looking at the photos I realise how much I missed. SOC member

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So would we do it again with the TRs? It’s a way forward for all the clubs to consider - joining forces make a great deal of sense financially, volunteerwise and for the members to see something different. The TRs certainly made us all very welcome and there was a great comraderie. Over 2400 people attended the joint weekend, of them probably around 500 were SOC members.

I recognise it was not perfect and a lack of Stag specific items was missing because disappointingly few came forward to help in that way. Certainly, the positive comments from members far, far outnumber the constructive criticism and complaints. Over the weekend itself the worst I heard was a “complaint” that someone could not get their head around the number of cars on view.

Well the Committee have not taken a final decision yet. Personally I think we would consider it, but definitely with some changes to be made (let’s not forget this was a trial for both clubs) and not for every year .....while we have volunteers with suitable schemes.

We also enjoyed the meal at the Tewksbury Hotel on the Saturday - again a variation that the Register, to my knowledge, haven’t done before (but I am open to correction).

It was great fun going through the arena with other forum folk on Sunday, the two rows of Stags must have looked pretty impressive! SOC Forum member

You cannot please all the people all the time, but in my view the Register format of a full programme of events over an entire weekend is certainly the way forward. This should encourage more people to attend from further afield than if the event is effectively a one day affair.

I enjoyed the experience of the show. SOC member
Sincere thanks to:

- John Daniels who volunteered within half an hour of the April mag dropping through his letterbox, helped set up, helped guide the traders to their places and also brought his car into the arena.
- Rod Scholey for delivering the club van to Malvern and helping us set up the marquees.
- Dave and Margaret Buxton for running the concours, Andrew Bradley, John Harrison and Keith Stevenson for judging the concours.
- Entries to concours Peter Swindells, Mike Reeve, Paul and Polly Booker, Derek Hicks, Steve Taylor, Andy Moss
- Entrants to Pride of Ownership Nigel Shaw and Les McClenaghan
- Di and Tony Lapworth for their willing and unstinting help over the weekend
- Steve Kiefer for bringing LD1 along for display on the Sunday.
- Keith Barnicle for his help over the weekend and for bringing his fuel injected Stag for display
- The Forum members for their help on the SOC stand and their display in the arena.
- Tony Lake and Julie Gallagher for introducing Facebook and Twitter
- Andy Roberts for bringing his Lines 2000 saloon with the Stag engine for display
- Peter Robinson, Membership Secretary for attending on the Sunday
- The SOC contribution to the microphones, Paul Thomas and Chris Liles.
- RH Specialist Insurance for offering sponsorship and attending
- Meguiars who sponsored the TR Concours and provided prizes for our club awards too.
- The TR Register and their crew for all their support and work in setting up the event.
- SOCTFL for their stand display and offering technical advice.
- Neil, Security Officer for holding his question and answer session.

And of course special thanks to those of you who attended.

The Notts Derby Area would like to thank you both for all the hard work you put in to make the National weekend a renowning success. Notts Derby Area

I enjoyed my spell on the SOC stand, where I was poised ready to answer queries on the SOC forum. I chatted to some really lovely people too. The SOC certainly is a friendly club!

I felt I should send a thank you for a superb weekend at Malvern. The TRs and Stags coming together made the event far more interesting for all. Peter Lockley. Standard Motor Club

Special thanks to Lesley and Roger Phillips for making all this happen

The SOC National Committee
I had the enormous pleasure yesterday of coming over to Malvern from home in north London, in a Stag! This was due to the kindness of Dave ("new to this") and his brother, two very new but already much valued friends. Thank you once again, guys!

I would like to thank Lesley and all the other volunteers that took the time to make this a good joint event. There was a bit of friendly banter between the clubs, and it was great to see so many Triumphs together in one place.

I'd like to add my own gratitude to the organisers of the event for a wonderful spectacle that I shall not forget. I haven't been to many SOC national meets since the mid-1990s but boy shall I try to get to more! A few local meets would also be good.

Since we launched the new Facebook page on the 19th July 2012 we have seen a steady rise in the number of likes and followers to the new page. As well as creating a Facebook page we have also linked our Twitter feed and YouTube channel to our Facebook page, what this means is that when we either post on Facebook, tweet on Twitter or put a new video on YouTube all or followers will see the updates.

As of the 13th September 2012 we have 129 likes or followers who will see all posts and updates we do on the page. These 129 likes are spread over the world, with a 116 of our followers being from the UK, but we also have followers in USA, Germany, Norway, Australia, New Zealand, Canada and France.

What this means in the world of Facebook to us as a club is that from these 129 followers that over 21,000 friends of these people could see any posts we as a club put on Facebook, Twitter or Facebook.

The most engaging post we have done since launch was the ‘Need for Speedie’ video we launched YouTube with from the Autosolo at the International Weekend in September. Since we loaded the video to the YouTube channel we have had 279 views of the video.

In the world of Twitter we now have 83 people following us, and during the International weekend we were tweeting continually during the weekend. We are also regularly mentioned by our followers, and one of our followers caught a picture of Craig Revel Horwood driving his beautiful restored Stag on a day trip, and Craig is now following us on Twitter.

So, we have lots of different ways to help promote the SOC, so if you are not following us on Twitter or Facebook then please get online and like us or follow us.

Thanks
Tony and Julie