

THE MORGAN SPORTS CAR CLUB LTD.



CLUB HANDBOOK

Purpose

This handbook aims to set out for all Club members the benefits of membership and, where relevant, to indicate where more detailed information can be accessed.¹ It is a dynamic document, and will be updated from time to time, as necessary.

In order to explain the Club's structure, operations, and the benefits and obligations of membership as clearly as possible, the handbook is presented in three parts: General, All Members, and Centres. Key documents are referenced with links to their location via the Club website.

¹ All cited source documents are available via the 'Club Documents' section of the Club website www.morgansportscarclub.com (login required); links are provided.

PART I: GENERAL

Introduction

The MSCC was formed in 1951, as the Morgan 4/4 Club. With its racing and competition heritage, it is unsurprising that it has a close association with Motorsport UK (MSUK), the national membership organisation and governing body for four-wheel motorsport in the UK. However, the great majority of MSCC members, of which there are currently more than 4,500 worldwide, join the Club to enjoy the social interaction with like-minded people, with the joy of driving a Morgan central to our philosophy, although ownership is not a requirement of membership.

The full objects of the Morgan Sports Car Club Ltd. ('the Club') are set out in Article 4 of the [Articles of Association](#). In essence, the Club exists for the benefit of its members.

Club structure

Whilst the MSCC is a Limited Company, the majority of the social activities of the Club are organised by 35 regional Centres. Centres – defined as 'a group of members, not exclusively local, who choose to cooperate in organising activities of their interest' – are the heart and soul of the Club's activities around the UK. Any MSCC member can join one or more regional Centres; this will ensure that members are kept informed of activities within their region. Additionally there is a non-geographical Centre focused specifically on competitive motorsports (SportsMog). You can read more about these Centres later in this document.

The management of the club is governed by the National Committee (NC), comprising Officers of the MSCC (almost all of them voluntary positions), together with one representative from each Centre; other members may be co-opted as needed. Day-to-day management issues are handled by the Finance, Employment and General Purposes sub-committee, reporting to the NC. Details are given in the Annex to this handbook.

The law and official regulations

The Club's activities take place under the protection of, and are governed by, the law and official regulations in force at any given time. Such obligations fall, by extension, upon all members. The Club works hard to ensure that interpretation of these laws and regulations is appropriate to its activities and do not present an unnecessary burden on our members.

- Safeguarding Children & Adults at Risk. This is a vital consideration in all the Club's activities. Our [Safeguarding Code of Conduct](#) sets out the standards expected of all members and is based on guidance and best practice issued by Motorsport UK along with the UK legal requirements for any organisation. The Club is required to encourage all members to comply with this. A [video training session](#) is available via the website.
- [Driving Events: Guidance for event organisers](#). As an MSUK affiliated club, we are required to take account of MSUK rules and best practice.
- Risk Assessments. These are required for some of our events and organisers should ensure that due consideration has been given to whether an RA needs to be prepared. There is more about this in 'Events' in Part II of this handbook.

Club procedures

The next-highest level of guidance applicable to all Club activities and members is the set of Club Rules that applies to all members upon joining, ranging from the [Club Policy Document](#) to specific advice on organising particular types of event. Some of these are summarised in this handbook, with indications given of where to find detailed guidance.

Covid-19

The temporary restrictions imposed by the government and health authorities as a result of the coronavirus pandemic inevitably had significant consequences for the Club's members and activities. Throughout the crisis, the Club's management has chosen not to draw up its own set of rules but, rather, has encouraged all members to follow government guidelines in force at any time. The [Covid-19 page on the Club website](#) is kept under regular review.

PART II: ALL MEMBERS

All members of the Club are entitled to enjoy its benefits. In exchange, they are encouraged to 'give something back' by participating in the organisation of events or by holding office (formal or informal, regional or national).

Standards of Conduct

Morgans are distinctive vehicles and it is easy for the general public to form general impressions based on the actions of one or two owners. Please bear in mind that we are all ambassadors for the Club (and for the marque in general).

Benefits

In addition to the right to participate in the wide range of activities organised by Centres and by the Club at national level, members receive free of charge the monthly Club magazine *Miscellany* and an annual wall calendar featuring photographs submitted by members.

Members are entitled to a wide selection of attractive special offers and discounts on goods and services provided by external companies. New features are added regularly to the list.

The [Club website](#) contains an abundance of information including news about national events, links to the Club's social media accounts and, in a login-protected area, Club documents for reference, the list of member's benefits, and back issues of *Miscellany*.

The MSCC has a Travel Club, operated by its official bonded tour operator, Scenic Car Tours, which offers a range of Club tours and events at special discounted prices exclusively for members. These include accommodation and ferry bookings, suggestions for places of interest to visit, a 24-hour emergency helpline, and guaranteed prices or refunds. Another bonded tour operator, Travel Destinations, offers discounted trips to events like the Le Mans Classic.

The Club has a technical section that arranges for parts to be manufactured when necessary and can offer advice on older cars, and an archive section for historical details.

Owners of certain categories of Morgan cars have formed Registers to share information and record ownership: Le Mans 62, Centenary Roadster 100, and the more general Morgan Historic Register (generally speaking, vehicles with carburettors rather than fuel injection).

Events

A wide range of social events is organised by regional Centres. A larger, national event known as MOG (unofficially 'Morgan Owners Gathering') is usually held each year.

Only events organised in the name of the Club are covered by its Public Liability Insurance (PLI). Any events organised outside the Club's purview are not, and specific insurance must be arranged. Queries should be addressed to insurance@morgansportscarclub.com.

We also need to be mindful of the laws and regulations surrounding the organisation of events.

- Where a member or Centre visits/attends an establishment/event, the responsibility for risk rests with the relevant proprietor/organisers.
- For events organised by a member or Centre, appropriate Risk Assessments may be required. In some cases it may be sufficient simply to discuss the matter and record that this discussion has taken place. Guidance is available in the [event planning aide memoire](#), which lists issues that may need to be considered. For any queries, you may contact risk.assessment@morgansportscarclub.com for advice.
- People who are not Club members must not officiate at a Club or Centre event, except if the event complies with MSUK regulations and permission has been requested and granted.
- Annual MOGs: These are underwritten by the Club. For assistance, contact events@morgansportscarclub.com.
- Centre events are not financially underwritten by the Club.

Driving events

Any activity involving an organised driving event carries an element of risk, especially where this takes place on a public highway. Where possible, members should pool arrangements with an event recognised by a Centre.

The Club is recognised by Motorsport UK (MSUK), the national membership organisation and governing body for four-wheel motorsport in the country. Our activities are therefore bound by MSUK's regulations, which are in turn based on UK law. When considering organising any driving or competitive event, members should consult the guidance in [Driving Events: Guidance for event organisers](#) and then contact the Motorsport Lead for further information or guidance if necessary.

The only type of driving event that does not require either a Permit or a Certificate of Exemption (CoE) is a 'Social Run'. This is defined as a 'non-competitive run for like-minded participants where there is no other purpose than the camaraderie of motoring in company to a predetermined point'. For all other driving events, an MSUK Permit or CoE must be obtained, usually a minimum of two months in advance.

Holidays, weekend breaks and financial best practice

It is appreciated that groups of Club members take holidays together and 'do their own thing' in respect of travel and accommodation arrangements. Such arrangements are not normally subject to any regulations, but the following should be noted.

- Participants must be made aware that the arrangements are not associated with the Club.
- Organisers should either familiarise themselves with the [MSCC Holiday Packages Compliance Guide](#) or consult the MSCC Travel Club, details of which are in *Miscellany* and on the [Club website](#).
- No reference to the Club may be made when arranging accommodation or other services.

- It is recommended that the MSCC Travel Club be used, for the following practical reasons:
 - This removes the possibility of the Centre being compromised by travel regulations.
 - The Travel Club may be able to locate suitable accommodation.
 - They can advise on current legislation, e.g. low-emission zones and vehicle insurance issues, when travelling abroad. Advice should be sought before a booking is made.
- The following good practices should be followed when an individual or a Centre enters into a business agreement with a third party.
 - To avoid contravening [GDPR](#) (the General Data Protection Regulation), a Centre must not supply members' details, unless in compliance with a legally binding GDPR agreement.
 - Organisers should avoid paying any sums of money to third parties on behalf of other members. An organiser may offer a negotiated deal to members, but individuals should be responsible for their own booking and accounts.
- A Centre should insist that organisers prepare clear written details of the event, including a cancellation policy.
- When payments are made, the organiser should issue receipts.

Requests from members of the public for use of cars on private or public occasions

Centre officers and members may on occasion receive requests for the use of Morgans for weddings, anniversaries etc. Whilst this may be good PR for the marque and the Club, there must be no connection to the Club regarding any liability. If a member agrees to such a request, it will be at their discretion. They should, however, consider that if a fee or gift is involved this would require a 'hire and reward' extension to their insurance.

Alternatively, refer the request to a Morgan dealer.

PART III: CENTRES

For many people, events organised by regional Centres represent their most regular involvement in the Club's activities in the UK. Centres' success relies on the enthusiastic involvement of members and, above all, the hard work of volunteers fulfilling the role of Centre Secretary and others according to need. Club members can find details of their local Centre on the MSCC website at [Services/Regional Centres](#).

A person cannot become a Centre member unless they are a current member of the MSCC or an Affiliated Club. There are a number of affiliated overseas clubs, whose members are entitled to join any UK Centre, although they will be excluded from any votes on matters concerning the Club.

A member can join more than one Centre and any member may attend any Centre's meetings or events.

Centre administration and governance

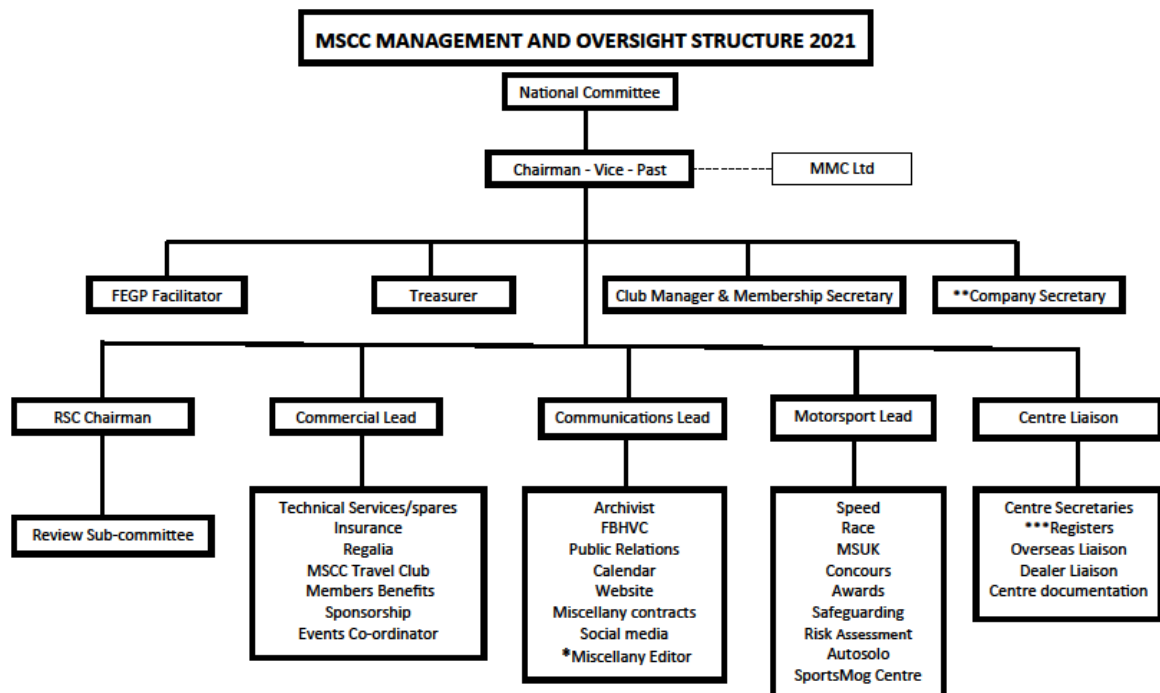
The day-to-day running of a regional Centre can be facilitated by reference to the [Centre Information Pack \(CIP\)](#), a user-friendly collection of guidance and advice.

ANNEX: CLUB MANAGEMENT AND OVERSIGHT

The Club's Articles of Association state that Officers may be appointed by the NC to perform specific functions. Officers' roles and responsibilities are set out in discrete [Terms of Reference](#) documents. As a Limited Company, the Club elects Directors for terms of two years at an Annual General Meeting.

The Club's current management structure and oversight arrangements are set out in the chart below. The Club's Officers and subject Leads meet regularly in the Finance, Employment and General Purposes sub-committee (FEGP), which reports to the NC. The latter usually meets twice a year. A Review Sub-Committee (RSC) has an ongoing remit to identify potential areas for improvement in the Club's management. All outgoing Club Officers, subject Leads and Centre Secretaries should ensure that the correct [handover procedures](#) with their successors are carried out.

More detailed information can be found at [Organisation and Operation](#) of the Club.



* Club members with specialised knowledge or specific skills by invitation.

** Company Secretary's duties include being the line manager to the company employees.

*** The registers are semi-autonomous groups affiliated to the MSCC.