## RCS Motor Club, RSM Motor Club and Veteran Vehicles Motor Club's Budgeting Report and Request for Further Funding

In June 2011 CSPB (then CSB) conducted a review of the Motor Clubs including how the clubs were funded. As part of the process there was a lengthy discussion about how the Clubs operate and hence how the clubs are funded by the Union.

As a result of this discussion CSPB decided that the Clubs would submit budgets as part of the budgeting process, however because the Clubs require a markedly different level and style of funding from most Clubs, the budgets would be considered separately from other clubs and the funding would be ring fenced at the budgeting meeting:

**RESOLVED:** 

4) Motor clubs must be present at Clubs and Societies Board budgeting to present their budgets and they will be treated as separate entities.

Minutes of CSB Meeting June 21<sup>st</sup> 2011

The review of the management of the Motor Clubs was revaluated in December 2012 and at our request the management is set to be on CSPB's Agenda for December 2014/January 2015 when it will be assessed again. When it was reassessed it was decided that the system was working and that the proposal that were in place should continue:

**RESOLVED:** 

2) To review the Motor club Management Structures in 2 years with the clubs to continue to submit termly reports to Clubs and Societies Board.

Minutes of CSB Meeting December 12<sup>th</sup> 2012

In summary, the reasoning behind the decision to fund the Clubs separately is that the Clubs operate for the purpose of maintaining the vehicles for all the students of Imperial College and that the costs of keeping the vehicles running and road worthy is independent to the students involved and the number of members of the club. It was decided that the Union would cover the costs of keeping the vehicles in a state such that they are able to fulfil their role as Mascots — as such most of the club's budget requests are well above 'normal' grant levels — and that no individual member of the College should be expected to pay to maintain the vehicles because they are involved with a club: the vehicles belong to all the students.

Of course, the club also operates as any other club in that we teach our members skills, run social activities, and generally make use the vehicles. The cost of these activities should not be funded above that of other clubs and as such we request lower or comparable levels of Grant for these purposes, with all of the remaining costs paid for by the individuals taking part in the specific events.

An important point is that due to various legal reasons the clubs cannot make a profit from any of our events where the vehicles are being driven — we are explicitly forbidden from using the vehicles for "hire or reward" by law. We are allowed to charge for the petrol used in an event. As such the club is unable to generate its own income and we are reliant on the Grant from the Union to fund the upkeep of the vehicles. When the Grant is insufficient to enable us to carry out work either it does not happen or we are reliant on being able to find other sources of funding — previously there was a dedicated pot of funding for the Motor Clubs to use in the event of a need for funding for a major repair job.

Where possible the Club does as much work as we can in house and at better than cost price – we never charge for man hours: we carry out all the work because we are interested and want to do it. This includes the various alumni who support the club in donating their skills and expertise completely free of charge.

Clubs, Societies & Project Board 18 March 2014

This year when the budgeting process was being reviewed, we enquired whether the changes that were being implemented would affect our budgeting process and we were informed that we would be done as per previous years – i.e. as a collective at the CSPB budgeting meeting. However this has not happened and we have thus far been considered in the same manner as other clubs. As such the level of funding that we have received has been comparable to other clubs and is thus drastically insufficient for the operation of the Motor Clubs.

Based on the level of funding we received last year and the budgets we have submitted this year, we propose that the Clubs collectively receive £5400. This amount is in line with the level of funding we have received over the last two years of budgeting though this process and comes from an increased subsidy on those lines which are related to the maintenance of the vehicles and hence need a greater level of funding above that allocated – the spread sheet included shows those lines which we need higher level funding awarded for (in red).

We also propose that in future years that our budgets continue to be awarded this manner – i.e. as a group but as a separate part of the budgeting process – as this has been found to be both effective in providing funding for the club, not wasting excessive time of the CSPB at budgeting meetings, and reflects the unique nature of the Clubs and our relationship with the central Union and the student body.

_	the str	Andreading Accord According View	Name of Club	Burglatic.	644	6	6-b-14-161	1-2-14	E-111-1-10	*******	
242 0	Line ID	Budgeting Board Applying To CSPB - B	RCC RSM Motor Club (648)	Description  Ardingly Vintage and Classic Vehicle Show Entry Fee. This is a show that Clementine has been unable to attend for a number of years, so would be new not only to new members but	Category	Cost (E)	Subsidy (£)	Initial Management Group Allocation (£)	Final Management Group Allocation (£)	Allocated	Requested
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2347	CJF U · U	ncc ram motor cata (one)	recent members and some alarmi, too.	Compensions	10	10	20		١,	2.3
348 8	3348	CSPB - B	RCC RSM Motor Club (648)	Light Tools. The club needs to purchase various light tools throughout the academic year, to replace those that have become worn or damaged. These are typically small items such as	Equipment & Repair	60	60	60	0	-	50
$\perp$				drill bits, taps, dies, etc.							
349 8		CSPB - B	RCC RSM Motor Club (648)	Parts. As part of our ongoing maintenance and presevation, we require a number of supplies and parts.	Equipment & Repair	150	150	150	0	-	100
353 B	3353	CSPB - B CSPB - B	RCC VVMC (614) RCC VVMC (614)	Telephone in Garase, Line Rental required by Health and Safety. Price based on last year.  General Cleaning and Poishing Equipment, including Brasso and Poishing Cloths (£25) and Body Wax (£35). Important for maintaining appearances at events.	Telephones	100	100	100	0		100
354 B	3355	CSP8 - B CSP8 - B	RCC VVMC (614)	General Chaining and Prototing Equipment. Including Brisso and Polishing Lobis (£25) and Body Wax (£35), Important for maintaining appearances at events.  Two (Rear) Dunlop pneumatic tyres. This will complement the two (Front) ordered last year. The manufacturer only produces the specialist year when enough orders have been	Consumables Equipment & Repair	570	570	570	0		260
333 8	3335	CSPB - B	NCC VVMC (014)	I you press (Journap prisonance; yee). This was comparison to view (rong control sax year. I not manufacturer only produces the special control when model for the control control sax year. I not manufacturer only produces the special control cont	Equipment & Repair	570	570	570		,	350
356 B			RCC VVMC (614)	Material for new Gearbox Linkage. We've had trouble this year with 80' jumping out of gear and the gear selector not going back together properly. Estimate based on cost for raw materials as we can't buy anything off the shell!	Equipment & Repair	50	25	25	0		25
357 B	3357	CSPB - B	RCC VVMC (614)	Replacement Gearbox Top Case. Bo's gearbox case is cracking after many years of use. It would be a good idea to create a pattern and cast a new one so when it eventually goes we won't be in a position where we are off the road at a critical time, such as the Brighton run. We estimate, based on the cylinder that we had cast last year, this would come to around From	Equipment & Repair	600	200	200	0		150
369 B	3369	CSPB - B	RCSU Motor (640)	another requires a number of specialist oils and greates for her ministrance. Due to be not fit distinated bearings blackristing systems the serious galaxies of an inter-enging and the serious systems the serious galaxies of an inter-enging and the serious systems the serious galaxies of an inter-engine and therefore subscitation consumption in equilibrium special policy and policy galaxies galax	Consumables	368.67	368.67	368.67	0	c	320
						1968.67	1543.67	1543.67	0		1158.3
792 A		CSPB - A	RCC RSM Motor Club (648)	The Historic Commercial Vehicle's Society (HCVS), HCVS provides the club with eight magazines per year, expert Innowledge and help with sourcing spare parts for Clementine. The HCVS also helps the club tray up-to-date with specific legislation covering historic commercial vehicles and allows Clementine to enter the HCVS Brighton flum (we can't enter the run if we aren't members).	Affiliation Fees	27	27	27	27	17.75	17.75
793 A	A793	CSPB - A	RCC RSM Motor Club (648)	The Bullnose Morris Club Membership. This club helped us to source spare parts for Clementine's engine rebuild last year (this is actually reducing the cost of the rebuild). The club also provides us with six magazines per year, specialist Imowiledge about vehicles similar (in manufacturing terms) to Clementine and access to books and publications about Morris vehicles and earts.	Affiliation Fees	25	25	25	25	16.44	16.44
794 A	1794	CSP8 - A	RCC RSM Motor Club (648)	The Morris Commercial Club Membership. This gives us access to another wealth of specialist technical knowledge. Although the club is not particularly large, 42 of the members are former Morris apprentices and, as such, are particularly useful. We also receive four maeazines per year.	Affiliation Fees	27.5	27.5	27.5	27.5	18.08	18.08
795 A	1795	CSPB - A	RCC RSM Motor Club (648)	isomer increased and a control additionation and a control and a control additionation	Affiliation Fees	34.5	34.5	34.5	34.5	22.66	22.69
796 A	1796	CSPB - A	RCC RSM Motor Club (648)	disectly. The HCVS London to Brighton Run Entry Fee. "May Brighton" is the club's biggest term-time event. The entry fee is £10. Clementine is judged upon arrival in Brighton. We usually attend this event with acabel (the RCS Motor Club), assuming that both vehicles are operational. Attendance on the non is usually three times the capacity of the two vehicles, and we	Competitions	10	10	10	10	3.30	3.30
Ц				sometimes have to book a minibus.							
797 A		CSPB - A CSPB - A	RCC RSM Motor Club (648)	Required for legal use on the road. The premium for 2013-14 was £159 as part of the Union's insurance policy with Zurich Municoal.  Workshop and personell cleaning soloutions - (Full Desc last year)	Insurance Consumables	159 138.57	159 138.57	159 138.57	159 138.57	106.53 40.19	
799 A	1799	CSPR - A	RCC RSM Motor Club (648)	Oils and Lubricants. Clementing requires specialist oils and greases for her maintenance. Her age not only means that oil has to be changed extremely frequently, but also that specialist	Consumables	188.3	188.3	138.37	138.57	54.61	180.00
			,	detergent free oils are needed. We also use general purpose oils whilst working on her. We use two 251 draws of Millers Oil early year. These are sold to us at a discount by the manufacturer, at a cost of 1675.75 (e.v. VIII Ach. We also need a 51 on of W-v04 (128.86 housear, com.) in addition, college more drapps of or the disposal of all cannot leep this in the parage, nor dispose of it in any other way, as that would contravene college's fire policies. College charge us £12 per 251 drawn of used oil (two per year, minimum).							
			RCC RSM Motor Club (648)	Aeds-Feeze. To prevent damage to the radiator in cold weather. Without anti-freeze the radiator must be drained after every trip causing linescale build up reducing the efficiency of the radiator and risking overheating the engine. 2 x £17.21 inc VAT (http://www.amazon.co.uk/Comma-SCAS-Coldmaster-Antifreeze-Concentrate/eigh/98/03/89/WAWI/ref- 1 379-UTR82q5-1380062878cr-8 3	Consumables	34.42	34.42	34.42	34.42	9.98	25.00
801 A	A801	CSPB - A	RCC RSM Motor Club (648)	Other consumables. Paint and Yuranitis: to maintain Climentains' appearance and ensure that her bodyword does not not or or, the dub needs an animal spoply of black paint and varietific for the validor sudfaces. Although all implicatifs not medicated anylavar, we do need to carry out emergency paint words for fax years paint executed for suprocess, paging paint words for fax years. Suprocess, confirming or chips in the paint or varietifs. Altracives and Adhesives: our ongoing work requires various abrasives and adhesives: These include various glues, space, sandpaper, etc.	Consumables	60	25	25	25	17.40	
802 A	1802	CSP8 - A	RCC RSM Motor Club (648)	Petrol. In a normal year Clementaria's feet costs are in the region of ESO. Clementaries travels to Brighton and back two each year (120 miles for each top) and to the like of Wight in August (250 miles, the travels to a number of other shows during the summer, and each of the each size cross CS shots are likes on the reyer/miles, 50 ke six both remay could seent a cross college, and usually leaves her garage twice each week. We have requested come travel subsidy for our firsthers' Week events, as well as for regular short drives to access the mechanical states of the whicks.	Travel Expenditure	800	250	250	250	250.00	250.00
803 A	A803	CSP8 - A	RCC RSM Motor Club (648)	Telechone Line Rental. We must have a fixed line telephone in our earage for health and safety reasons. This costs the club £100 per year (charged monthly).	Telephones	100	100	100	100	100.00	100.00
4 8		CSPB - A	RCC RSM Motor Club (648)	Clementin's details to these new students is using business cards. We also use these cards at shows, to give to find we enthusiasts who have similar whicks or know anyone who might have parts of interest to the club. We are planning on purchasing banners to hang on Clementine to advertise not appeared College when driving about at a cost of £39.67. We also print flowers and outsets to advertise club events and trice, this inables us to attract students throughout the way.	Publicity	50	50	50	0	0.00	
860 A			RCC VVMC (614)	Entry Fee for London to Brighton Veteran Car Run, the club's main event for the year. In 2013 the cost for a post 1900s car was £350 and it has gone up each recent year. http://veterancarrun.com/participate/entry-regulations.html	Competitions	375	375	375	375	123.75	
861 A	A861	CSPB - A	RCC VVMC (614)	Entry Fee for Miglia Quadrato and Creepy Crawley. We can fit 5 people in the car and could charge £10 to each of our members for a ticket to each event giving us 2 events * 5 people * £10 = £100 to cover the entry cost.	Competitions	200	100	100	100	66.00	66.00
862 A	4862 4863	CSPB - A	RCC VVMC (614)	Membership for The Veteran Car Club IVCCI. Required for VCC Events such as the Creegy Crawley, http://www.vccofeb.co.uk/ipin.html#about	Affiliation Fees	75	75	75	75	49.32	49.32
863 A	1863	CSPB - A	RCC VVMC (614)	insurance for Bo". We may not be able to renew with our current insurers this year and so our premium may rise. Estimate based on Derrick's insurance from last year with £50 extra	Insurance	350	350	350	350	234.50	350.00
_				due to the value of Bo";							
864 A	1864		RCC VVMC (614) RCC VVMC (614)	Insurance for Derrick. Union Insurance, expected to be a similar cost to last year.  Minibus Hire for London to Brighton Veteran Car Run. 9-Seater, Tow Bar, Weekend Hire. To tow Bo' back the evening of the run. Price based on this year's hire fees.	Insurance Travel Expenditure	300 221	300 221	300 221	300 221	201.00	
866 A	1866	CSP8 - A	RCC VVMC (614)	Minibus Fuel for London to projection veteral u.e. www. 2-seeter, 100 asr, weekens min. 10 ass to be so back the vetering or the run, Price based on this year's min need.  Minibus Fuel for London to projection veteral u.e. a commission of the run of the result of the run of the run.  Minibus Fuel for London to desiration veteral Car Run. 140-mile round this price are estimated £50 of feel resulted.	Travel Expenditure	50	25	211	25	17.50	
867 A	N867	CSPB - A	RCC VVMC (614)	Consestion Charse. To drive in central London we need to pay the Consestion Charse. Estimate based on £10 per trip for around 10 trips.	Travel Expenditure	100	50	50	50		35.00
868 A	1868		RCC VVMC (614)	Fuel for 8o' on outings and official events (e.g. CGCA Dinner). Driver will fund this.	Travel Expenditure	350	0	0	0	0.00	
	1869	CSPB - A	RCC VVMC (614)	Fuel for Lamps (Paraffin) for driving at night (£20 from B&Q). Workshop Oils such as WD40 (£15). We also need to replenish our stocks of Engine Oil - Morris 25I SAE40 Golden Film oil drum costs £97 and is expected to last about 1.5 wears.	Consumables	132	132	132	132	38.28	100.00
905 A	1905	CSP8 - A	RCSU Motor (640)	Fire Service Preservation Group. Subscription benefits are a monthly magazine with adverts for fire	Affiliation Fees	33	33	33	33	21.70	21.70
	1906 1907	CSPB - A	RCSU Motor (640) RCSU Motor (640)	HCVS Brighton run entry fee. May Brighton is our biggest event of the year and turn out can be several.  Strong cleaners are required as Oil and Grease need to be cleaned up, this includes cleaning the vehicle.	Competitions Consumables	10 438.11	10 438.11	10 438.11	10 438.11	3.30 127.05	
107 A		CSP8 - A	RCSU Motor (640)	Strong cleaners are required as Dri and prease need to be cleaned up. this includes cleaning the vehicle.  Other miscellaneous Consumables, ex, on onish batteries, weaking convert, sundanger, exaching rease, etc. Glowatids are used when driving at night to highlight signaling by	Consumables	63.99	430.11	498.11 30	458.11 20	127.05	18.56
109 A		CSPR. A	RCSLI Motor (640)	the driver and crew to other road users  As leaveled is a working which, she will inevitably set dirty and require cleaning to prevent damage to the paintowrk and chassis. In addition Jepshal is polished for important Club.	Concumables	76.45	76.45	76.45	76.45	22 17	65.00
			RCSU Motor (640)	Union, and College occasions. 10x Tins Brasso £4.95ea (ebay), Vehicle Shampoo £8.99 (Halfords), 2 x large Sponges £1.99ea (Halfords), 2 x Chamois cloth £1.99ea (Halfords), Delivery £10		70.45	70.45	78.45	78.40		5,
910 A		CSPB - A	RCSU Motor (640) RCSU Motor (640)	Required for legal use on the road. The premium for 2013-14 was £371 as part of the Union's insurance policy with Zurich Municipal.  Instead is seen for many needle however almost all have no idea who we are or our aims and objectives. The name of immerial is very innovated and our greatest ability to get it out.	Insurance Publicity	371 50	371	371	371	248.57	
911 A	911	CSPS - A	NCSO MOIOT (040)	have it by having got on Juniors. Careful suppose shi below invested, 2000 business and not recipied to bus the Child (MIN). The model of an efficient for a recipied to bus the Child (MIN) of the Child (MIN) invested of a recipied to bus the Child (MIN) of the Child (MIN) invested of a recipied to business careful and recipied may be supposed to the Child (MIN) of the Chi	Publicity	30	30	30	U	0.00	0.00
			RCSU Motor (640)	Line Rental. We must have a fixed line telephone (at require by College) in our garage for health and safety reasons.	Telephones	100	100	100	100		
913 A	1913	CSP8 - A	RCSU Motor (640)	Annual Prior Expenditure. Jacobell (s, bull edents, a working which and travals exceptioner under her own power. We therefore drive her as much as are can. This generally annually as minimum of 12 long or as week, with the own an Annual prior and travals. The second of the second o	Travel Expenditure	1750	850	850	850	612.50	612.50
914 A	1914	CSPB - A	RCSU Motor (640)	Union minibuses hire and fuel for the two Brighton runs: the VCC in November and HCVS in May. Minibuses are necessary as more members attend than can fit on the vehicles and in the event of poor weather they provide a sheltered means of transportation that preventing hypothermia or other conditions or injuries caused by long term exposure to the elements. 2.5 Seater Melhinges 2179e. Ze Seithor Trios Minibus Ford SSNa	Travel Expenditure	342	342	342	342	119.70	119.70
915 A	1915	CSPB - A	RCSU Motor (640)	Equipment: whilst the club has most specialist equipment, there is continual necessity of buying replacments as things fail. As well as new tools as we continue to expand the amount of	Equipment & Repair	200	200	200	200	76.00	125.00
)16 A	1916	CSPB - A	RCSU Motor (640)	work done in-house to reduce the costs to the Club.  Parts: as part of ongoing repair and conservation work we require a number of supplies and parts - often purchased as raw materials and the parts are made in-house.	Equipment & Repair	250	250	250	250	95.00	125.00
917 A	1917	CSP8 - A	RCSU Motor (640)	Oil must be appropriately disposed of. College can provide this service. Costs vary, but we have been quoted £12 per 25 I barrel of used oil. 3 x 25I barrels £12ea.	Equipment & Repair	36	36	36	36	13.68	13.68
18 A	1918	CSPB - A	RCSU Motor (640)	Roadside Recovery. Occasionally we are unable to fix an issue at the side of the road and Jezebel requires towing back to campus. Due to her weight she cannot be towed by normal	Insurance	200	200	200	0	0.00	100.00
+	-			roadside recovery agencies (AA, RAC, etc) meaning private specialist recovery agencies have to be used. Last recovery cost was £200.		7,727.84	5,653,85	5,653.85	5 979 85	2,957.89	4.247.87
								3,555.65	5,5.2.5		
т					Grand Totals:	9 696 51	7.197.52	7 197 52	5 973 85	2 057 90	E ANE 17