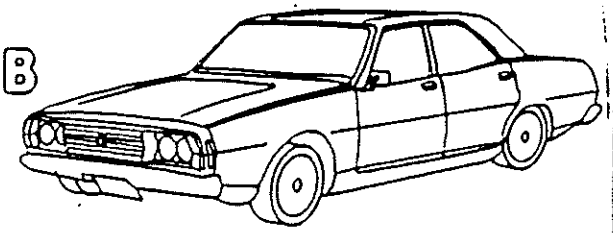
QUEENSLAND P76 OWNERS CLUB INCORPORATED

P.O. BOX 343
CARINA 4152



October 1992

E D I T O R I A L

October already. It will soon be Christmas. Don't forget to book your seat for the Christmas Party at THE KEG so far 10 seats have been allocated, We have booked a table for 30, so if you leave it too long you may miss out, The prices range from $20-00 to $30-00 per head and your club is once again subsidising you at $10-00 each.

So far 33 members have rejoined, Which is about half of last years membership, We know a few people have been forced to sell their beloved cars either for financial reasons or as in the case of some, for Health reasons.

Those of you who have simply forgotten, I hope you didn't look in the mail box in anticipation this month. as this magazine won't be there.

I am really looking forward to this months outing we are meeting at the B P Service Station at Burpengary. We will then drive in convoy to Mary Cairncross Park at Maleney for morning tea. Where the Humphreys will be meeting us and taking us on a scenic drive through The Sunshine Coast Hinterland, Where we will stop somewhere shady and cool for a Bar B Q Lunch. Hope to see you there, Oct 25th 9-00 am at Burpengary.

Safe P' ing

MINUTES of the Meeting held on 14th October 1992

The Vice President opened the Meeting at 8.10 pm.

APOLOGIES : Haroon Probst.

MINUTES : Minutes of the previous meeting were read by the Secretary and accepted by Pat Rogerson and seconded by G. Rogerson.

INCOMING CORRESPONDENCE : - letter received from K. Leitch expressing interest in Lower Control Arms.

OUTGOING CORRESPONDENCE : - Annual Report sent to the Justice Department.

TREASURERS REPORT : - the report was read by the Treasurer for the previous month moved M Erickson seconded by G. Rogerson.

BUSINESS ARISING : - The Spare Parts were to be picked up on Sunday 110CT92, however the person holding the parts could not be contacted. Some members expressed concern that the $200 had been handed over but the parts had not yet been delivered. G Rogerson to follow up C Murray who was to arrange the delivery.
- M. Erickson led a discussion on storage of Spare Parts and suggested container come shed and also that ideas of running a Spare Parts Support will be sent to all members before a firm decision is made so that all members may have some input.
- discussed 250CT92 outing - A Mystery Scenic Tour , meeting at 9am at BP Service Station at Burpengary.

GENERAL BUSINESS : - Outing for November still to be confirmed.
- discussion on photocopy of magazine as the club will now have to arrange another source.
- discussed regular arrangement of talks at club meetings by various bodies.
-M. Erickson mentioned the purchase of The P76 Convertable, by Haroon. It sounds very Interesting as Haroon hopes to get it registered in Qld.
- N. Lyons has offered to organize his Annual Night Run for Friday 11DEC92
- Discussion on events during 1992 for which no trophies were issued, P. Rogerson to investigate.

MEETING CLOSED : at 10 pm.

Treasurers Report for July 1992

Balance as per Auditors Report		3,221.37
Less: expenses		
Hall Rental	(60.00)	
Auditors Fee	(22.00)	
Stationary	(40.39)	
Postage	(107.25)	(229.64)
		2,991.73
Add: receipts		
	(Nil)	(Nil)
		2,991.73

Reconciliation to Cash at Bank
(Statement no. 35 - 31/07/92)

Balance as per bank statement	3,055.08
Less: unpresented cheques	(63.35)
	2,991.73

Treasurers Report for August 1992

Balance as per previous report		2,991.73
Less: expenses		
Government Tax	(0.50)	(0.50)
		2,991.23
Add: receipts		
Membership subscriptions	460.00	
Sale of Head Gaskets	170.00	
Sales of Port	8.00	
Misc.	3.00	641.00
		3,632.23

Reconciliation to Cash at Bank
(Statement no. 36 - 31/08/92)

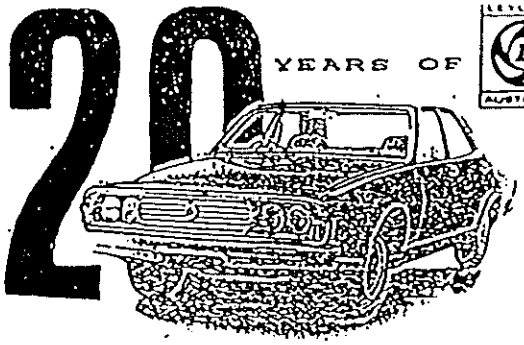
Balance as per bank statement	3,695.58
Less: unpresented cheques	(63.35)
	3,632.23

Treasurers Report for September 1992

Balance as per previous report		3,632.23
Less: expenses		
Dept. of Justice	(38.00)	
Parts	(200.00)	
Postage	(64.10)	(302.10)
		3,330.13
Add: receipts		
Membership subscriptions	400.00	
Sales of Port	8.00	
Bank interest	28.22	
Misc.	3.00	439.22
		3,769.35

Reconciliation to Cash at Bank
(Statement no. 37 - 30/09/92)

Balance as per bank statement	3,596.35
Less: unpresented cheques	(238.00)
Add: deposits in transit	411.00
	3,769.35



ANNIVERSARY MEETING

HELENSBURGH, N.S.W

8 - 12 APRIL, 1993

*** INTERCLUB DISTRIBUTION ***

********** P76 20TH ANNIVERSARY - EASTER 1993 **********
NEWSLETTER NUMBER 2
****

Hello again P-Nutz, it's time to give you all an update on the Anniversary meeting. Firstly, yours truly made a huge goof in the Registration Form sent with the last newsletter. Please note that the deposit of $30 should be $30 PER ADULT, leaving a balance of $100 per adult to be paid before the event. Also, please ensure that you give Tom the details (names and ages) of any kids you are bringing along to enable us to provide the Centre with booking details. Cheques should be made payable to the Leyland P76 Owners Club Inc. so that Tom doesn't have to bank them to his own account - we don't want him to lose the pension now do we?

Now that you know all of that, on to more important things.

Everything is proceeding according to plan, and it looks like this meeting will be the biggest thing to happen since the launch of the immortal P. Support has been fantastic so far and as accommodation at the venue is limited you should get your registration in early to avoid any problems later on. We are still obtaining details of extra accommodation in the area which should be available for the next newsletter, but why miss out on being where it all happens! The timetable of events will be finalised within the next month so we can give you all the juicy bits then.

Concourses, concourses, concourses. Every P-owners dream (or is that nightmare?) must be to have his P in a nice shiny condition for the judges to drool over while giving it a perfect score. The Stanwell Tops Centre includes a huge auditorium in which we can park as many P's as we like so why not plan to give your beast that extra bit of spit and polish for the Saturday concourse. To make things easier for the travellers, we will be providing buckets, sponges etc for those who want to put the finishing touch to their cars on the day. Just to add some interest, there will also be a P-on-the-spit and a couple of Force 7's hanging around, as well as a display of memorabilia, trade parts and maybe, just maybe, someone might have a few bits you might like to buy (or sell).

Got to go now - the boss wants his computer back!

Helensburgh, Easter 1993 - Where else would you wanna be!

S.M.H. 15/6/73

P76 passes tough test

"Herald" Motoring Correspondent Sturt Griffith, BE, had a privileged and early introduction to Leyland's new P76 Australian car. During the car's development he drove a prototype for thousands of miles over some of the country's worst roads. Here is his assessment, with a detailed test of the top-of-the-line P76, the Executive V8 automatic ($4,525).

Leyland Australia has provided a particularly good car in the P76, the company's first independent production.

These days we expect a lively and spacious vehicle in the popular-car class, but the P76 differs from the usual run in the manner in which it sits down on bad roads, the accuracy and safety of its cornering and braking and the comfort of its ride over rough surfaces.

It is a pleasant and safe car to drive, and it will appeal strongly to owners who are looking for something more than mere transportation.

In the V8 automatic Executive model, the subject of this test, the car provides a bright performance and is truly a top gear saloon. The designers have, contrary to the usual practice in this class, provided a very high top gear. This reduces engine revs and noise, assists fuel milage, and at the same time holds maximum speed down to the practical figure of 104 mph.

Another effect of such high gearing is to reduce climbing ability and acceleration in top. But the ratio has been astutely chosen, and the high torque available from the V8 engine adequately handles its tasks.

As the performance tabulation shows the P76 climbs very well in top gear, and the kick-down available from the excellent Borg-Warner autobox ensures lively acceleration for overtaking.

Another feature which appeals is the rugged strength of the chassis. The massive front subframe mounts not only the front suspension and the engine, but is extended to support the rear of the transmission. It forms with these heavy and stressed components a robust unitary structure which relieves the car floor of the localised stresses normally fed into it.

As an invited member of the small band of Leyland development technicians, I took part in one of their "make-and-break" expeditions in Western Queensland, driving prototype P76s over thousands of miles of the worst roads that could be found. Break them they certainly did, and I have nothing but admiration for this capable band of men who, with primitive facilities, rebuilt components that failed, pending their modification at the factory.

The robust and practical P76 is in no small measure the result of the pitiless treatment given the prototypes on our outback roads and tracks. But proving of the product was not confined to this country. A prototype was assembled in England and run for 1000 miles over the notorious cobbled track at Lindley, and again on "pothole" test tracks in Australia.

Although the P76 is purely an Australian project, conceived in Australia and produced here (exclusively so far), Leyland Australia sensibly adapted components and skills from abroad.

The chassis is Australian, designed and tested here, but the experience of the chassis engineers at Leyland Birmingham was used to analyse the suspension tuning and to perfect the ride and road behaviour.

The alloy V8 engine was designed by Buick in Detroit, developed and used by Rover England for its "3500", and has been modified here for the P76. The main changes have been an increase in capacity by lengthening stroke, an increase in the cooling system and the substitution of pivoted rockers and a single carburettor. The local Borg-Warner auto box has been incorporated after successful cooperation from its makers.

The body styling is pure Italian, by Michelotti. His design was applied to the metal panels in England, with the Australian resident engineer supervising the final shaping.

And so a new and modern competitor enters the ranks of the popular cars of Australia. In a year or so we shall know with certainty whether or not these earnest men have been outstandingly successful.

The P76 is characterised by a very spacious body, with more than usual leg and head room in both seats, and a huge boot.

The Executive interior is tastefully finished and naturally has a rather English appearance, with useful trays on a central console, an awkwardly deep glovebox and simple controls for the ventilating and heating system.

The seats are very cushy and give contoured support against cornering stresses. They are quite untiring on a long run and the front squabs are fully reclining.

Instruments are large, with clear white on black calibrations. They comprise speedometer, clock, and gauges for fuel, battery voltage and engine temperature. Neat but commanding warning lights are provided for oil pressure loss, handbrake on or brake fluid low, and door ajar. A hazard warning system, with warn-light, is also provided.

The steering wheel is rather too high, and I do not care for the press-down rocker switches on the fascia for washers, wipers and lights. It is difficult to differentiate between these switches at night. They would be much more convenient as stalk switches on the steering column.

The elimination of the now-redundant vent panels in the front door windows improves vision past the screen pillars, but the upsweep of the body to the rear reduces rearward visibility. The interior mirror is too narrow to span the rear window.

The transmission selector is on the central console, and is guarded by a very distinct gate requiring exaggerated lateral movements of the lever. The pull-up handbrake, on the right of the seat, is convenient and effective.

The tabulation shows the versatility of second gear which, if selected, gives a useful range to 90 mph (5100 revs).

In "D" range on a tear-away start the box changes from first to second at 41 mph, and from second to top at 65 mph. One can kick down from top to second below 53 mph.

The P76 comfortably increased speed when climbing the difficult test hills in top. Second would be necessary only on a slow climb.

The potency ratios, on gross figures and with a load of 4 cwt, are more than adequate at: torque, 190 lbs-ft per ton; power, 128 bhp per ton. Every 1000 engine revs gives a road speed of 25.5 mph in top, and 17.6 mph in second gear.

Fuel consumption is a little better than average for a V8 of this capacity, and 19.6 miles per gallon at 51 mph average over my difficult test route is satisfactory. The ton-miles and fuel efficiency figures are only reasonable.

The fuel tank could, with advantage, be increased in size to extend the fast touring fuel range beyond the 322 miles it gave me.

The suspension which has emerged from the rigorous development program is particularly good, and adds much to the pleasant character of the car. It gives a good ride over pot-holed and stony mountain roads, it never bottoms and (above all) there is no rear-end wander on rough curves taken fairly fast.

Put through the very deep test culvert at 45 mph, the front end did not bottom but, not unexpectedly, the tail kicked up noticeably on the rebound.

Through the Forty Bends and Panorama Esses the P76 cornered willingly and showed only sufficient understeer to keep the tail in its place. There is not much body roll and the radial tyres do not squeal readily.

I consider that the power assistance to the steering is a trifle over-done, as the effort required on the wheel is too light to give the necessary feel of front wheel adhesion. It is, of course, excellent for manoeuvring and parking, but a little too-dry on the road.

In the power-steering version, the mechanism is made more direct, and only 3.3 turns from lock-to-lock are required for a turning circle of 37 feet, so that the steering action is very prompt.

The brakes are good, and it is as pleasing as it is unusual to find a "popular" car which does not lock its rear wheels on full brake application without a rear seat load. This is a very real safety factor, when coupled with ample stopping power.

Having cured the fading earlier by some very severe braking, the fade test of 12 downhill stops from 80 mph proved the system to be satisfactory. The car invariably stopped promptly and in a straight line.

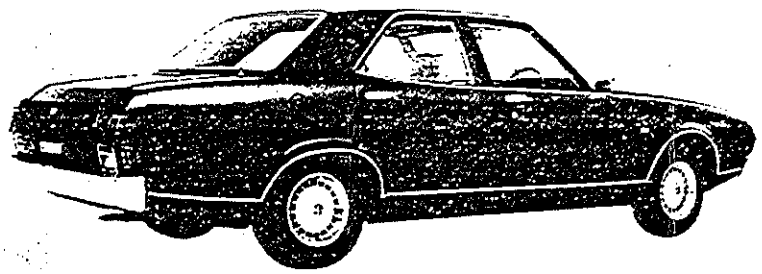
SUMMARY

The P76 brings a new standard of handling and roadability to the popular car class in Australia. — It is distinguished by pleasant and safe driving characteristics, an ability to hold the road surfaces and a good ride.

The chassis is particularly robust, and the technical layout facilitates service work on the car. The V8 engine is unobtrusive and potent.

The body is spacious and tastefully equipped and the boot is very large.

The car was submitted for test by the manufacturers, Leyland Motor Corporation of Australia Ltd.



The V8 automatic Executive model of the Leyland P76.

ABOUT THIS CAR

INCLUSIVE PRICE: Executive automatic, $4,525.

BODY: Four-door, five seater, ample leg and headroom. Individual front seats, rear seat contoured for two, ample for three. Radio and powered antenna, heating system and through-flow ventilation, separate cold air supply. Attractive trim and soft seating. Large boot (36 cf capacity), flat, two-level floor.

ENGINEERING: V8 all-alloy engine of 4416 cc capacity, developing 192 gross hp and 285 lbs-ft torque, driving rear wheels through Borg-Warner three-speed automatic transmission. Integral construction on Macpherson front suspension, live rear axle located by four trailing links, coil suspended. Powered rack-and-pinion steering. Powered disc front and drum rear brakes.

SIZE: Wheelbase 9ft 3½in. Track 59½in. Length 16½ft. Height 4½ft. Touring weight 26 cwt: test load 4 cwt. Tyres 185 SR14 radials on 6in rims. Fuel tank 16.4 gals. Clearance 6¼in.

ROAD PERFORMANCES

MAXIMUM SPEEDS

Top gear	104.1 mph
Second gear (held)	90.2 mph

ACCELERATION TIMES (in "D" range)

0 to 60 mph in	9.5 secs
20 to 40 mph in	2.8 secs
30 to 50 mph in	3.6 secs
40 to 60 mph in	4.7 secs
50 to 70 mph in	6.9 secs

HILL CLIMBING (in top gear)

Left River Hill (1¼ miles, 12 bends, average gradient 1 in 12): Speed increased by 28 mph on the climb.

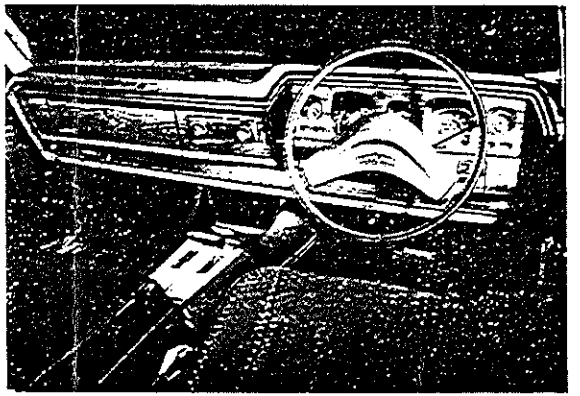
Fitzgerald Mountain (1 mile, average gradient 1 in 11): An increase in speed of 12 mph on the climb.

FUEL FACTS (with test load of 4 cwt):

Touring fuel consumption, at 51 mph average speed over mountainous route: 19.6 miles per gallon.

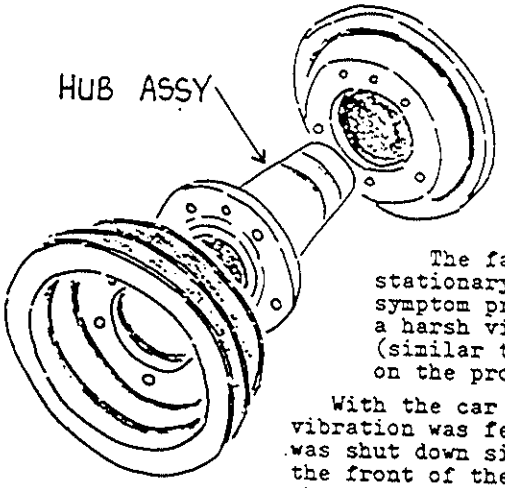
Ton-miles per gallon: 29.4.

Fuel efficiency (ton-mpg x average speed): 1500.



The Executive's controls include large and clear instruments, four-commanding warning lights, and a gear selector on the central console.

CLUB TECHNICAL NOTICE



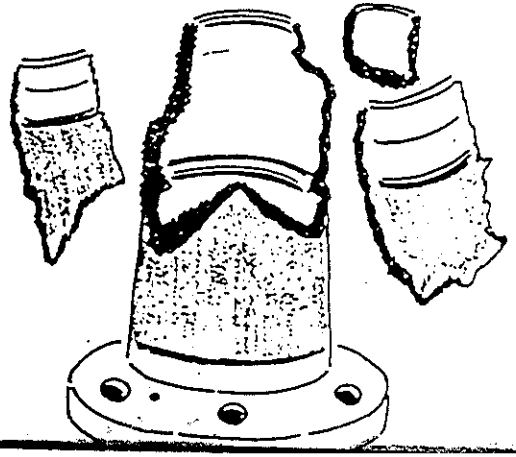
COMPONENT FAILURE - HUB ASSEMBLY TORSIONAL VIBRATION CRANKSHAFT PULLEY (V8)

A recent reported instance of the failure of the Hub Assy of the Crankshaft Pulley is brought to the attention of all members.

The failure occurred whilst the car was stationary, with the engine idling. The only symptom prior to the hub disintegration was a harsh vibration felt through the drive train (similar to a badly worn front universal joint on the propellor shaft).

With the car stopped, bonnet up, increased vibration was felt from the engine, and the motor was shut down simultaneous with a loud bang from the front of the car. Inspection revealed the crankshaft pulley and damaged hub lying on the ground. Damage to other components was confined to a mangled water pump pulley, a cracked radiator fan shroud, and a broken alternator drive belt. No doubt damage could have been a lot more severe had the failure occurred with the vehicle at speed and the engine under load.

Closer inspection revealed no damage to the crankshaft, oil seal, or other components in the immediate vicinity. The car was repaired by the fitting of another hub assembly and water pump pulley. During removal of original bolt, an incorrect washer was noticed. Instead of this being a thick flat type, a wheel bearing keyed washer had been used. Although not responsible for this failure, the incorrect washer was discarded, and the correct type was installed on reassembly.



Although this type of failure is thought to be a rare occurrence, the increasing age of the vehicles and components may require closer inspection during servicing.

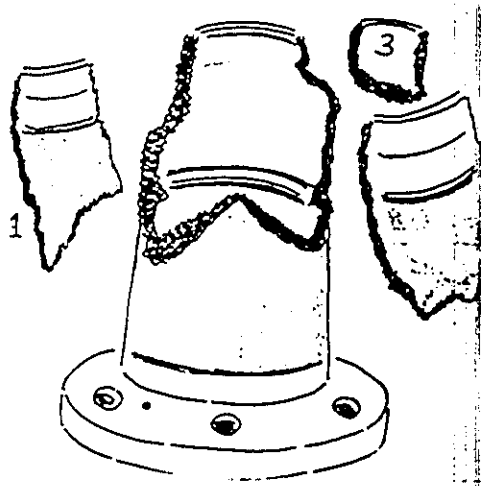
The hub assembly should be checked thoroughly for cracks,etc, whenever driveline or engine vibration causes concern, even if this means removing the pulley and hub assembly from the vehicle for proper inspection.

CLUB TECHNICAL NOTICE

The Technical Notice on the preceding page appeared in the May '91 issue of Westwords. Since then, there have been several other similar reported failures of the hub assembly. In one case, in rural WA, the component disintegrated whilst the car was travelling under load, causing extensive damage to the V8 engine (write off), and to other parts in the engine bay.

No failures outside WA have been brought to our attention - nevertheless it can be assumed that this problem is/will not be confined to WA !

The Club has had an expert examine the component originally reported in May '91, and his report appears on the following two pages. For reference, the numbers on the diagram at right are the pieces mentioned in the report.



All members are again reminded of the IMPORTANCE of thoroughly inspecting the crankshaft pulley hub assembly on their cars during periodic maintenance. This may necessitate the removal of the hub assembly for proper inspection. This task should definitely NOT BE OVERLOOKED whenever engine rebuilding, etc is undertaken.

The nature of the Report confirms that the failure was due to the age of the part, plus the mileage. The failure was not due to faults in manufacture. Cars with double or triple pulleys (e.g. air conditioning, power steering) would seem to be at greater risk of this component failure.

Fenmac Automotives have organized a local manufacture of a replacement item. This new hub assembly is of SG cast iron (stronger than steel), whereas the original assembly was of black cast iron.

Approximate cost of this new hub assembly is around $130, and would be an extremely wise inclusion in any planned major engine work being done by members. The cost is dependant on the number of assemblies manufactured (i.e. the more made - the cheaper the item).

WINSOR
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All correspondence to
Post Office Box 382
Wilson Western Australia 6155

Telephone (09) 354 3967
Facsimile (09) 354 1337

24th April 1992

Dear Sir,

RE: LEYLAND P76 TORSIONAL VIBRATION DAMPER - HUB ASSEMBLY

Pursuant to your request we have conducted an investigation into the cause of failure of the abovementioned component.

The results of this investigation are as follows:-

1. METHOD

Visual examination with the aid of a Stereoscopic Microscope.

2. RESULTS

General examination of the supplied component, which was supplied in four (4) parts, revealed the metallurgy to be basically sound for its age and there to be noticeable change, such as crystallinity, in its structure.

Three (3) sections which had separated from the original component have been marked by us as 1, 2 & 3 and dealt with in their own right as follows:-

2.1 Section #1

2.1.1 There was a fracture bed on one side of this section which extended from the Flange End of the fragment for its full length.

This fracture site was of a long term nature and was considered to have occurred as a result of progressive fatigue rather than metallurgical fault.

This failure site is considered to have been the primary cause of eventual component failure.

2.1.2 The second fracture site commenced at the Flange End of the first and extended across the section and up the other side to the seal end.

This fracture site presented as being the result of an immediate Torque failure occasioned by loss of strength in the component as a whole caused by the original failure site.

2.2 Section #2

2.2.1 Two of the fracture beds on this section relate to those found on Section #1 and are, therefore, already described above.

2.2.2 The third fracture site also presented as being the result of an immediate Torque failure occasioned by loss of strength in the component as a whole caused by the original failure site outlined under Section #1.

2.3 Section #3

2.3.1 One of the fracture beds on this section relate to those found on Section #2, Item 2.2.2 and is, therefore, already described above.

2.3.2 The second fracture site also presented, in the majority, as being the result of an immediate Torque failure occasioned by loss of strength in the component as a whole caused by the original failure site outlined under Section #1. However, we did note the existence of two (2) distinct Casting Faults in this section which presented as having been caused by foreign bodies in the metallurgy. Whilst these are not considered to be desirable in the component we could not, in any way, associate them with the failure in question.

SUMMARY

It is our considered opinion that failure of this component was the result of repeated torque application and shock load, during normal use, creating a fatigue fracture which progressed to the point where it allowed the component metallurgy to flex in a manner for which it was not designed. This abnormal flexing caused the subsequent fractures resulting in immediate failure.

This report is supplied on a without prejudice or liability basis. We thank you for this opportunity to be of service.

WINSOR CONSULTANCY SERVICES

.....
MURRAY G. WINSOR
M.SAE.A., A.I.A.M.E., M.A.I. Pet., M.A.I.Q.

S O C I A L C A L E N D A R

Sunday 25th October

Drive to Sunshine Coast Hinterland. Meet at B P Service Station Burpengary, 9-00 am. B.Y.O. Bar-B-Q

Sunday November 22nd

Still nothing planned.

Any Ideas ??

Saturday Dec 5th

Christmas party at THE KEG, Gympie Road Kedron.

Friday december 11th

Neil Lyons has offered to map out another of his infamous Night observation runs. You will need a map and a torch More info on this next month.

F O R S A L E

Executive. Omega Navy. Good Condition

5 Slot Mag Wheels

$2000-00
Contact Mark Wilcox
Ph 202 7416

De Luxe Body. Straight. Some Rust

Auto Gear Box O.K.

Offers

Contact Ray Mitchell
289 1226

****

W A N T E D W A N T E D W A N T E D W A N T E D

V 8 crankshaft
V8 Oil pump assembly
V8 Power Steering/Air Con Pulley

6 Cyl Flywheel
V8 distributor

Contact A, Baker
Ph 351 1511

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Dear Committee People,

I have the honour of being elected as the editor for the 1993 edition of ABA, and having sampled the variety of articles, both fact and fiction, presented in previous editions of ABA, I am anxious to solicit articles of at least equal quality for the '93 edition.

To this end, I am asking that each Owners' Club committee supply me with the following information, in approximately the following quantities.

NUMBER OF PAGES	TYPE OF ARTICLE, ETC.
1 page	Title page (headed "State" supplement)
1 page	Current Committee, names and photos
1 - 2 pages	Membership list, with addresses
2 x 2 pages = 4 pages	2 x P stories with at least 1 1/2 pages of script and 2 or 3 photos
2 pages minimum	Reports on recent club activity.
2 pages	Club photos of members, activities, P's.
2 pages	Homegrown Tech-mods or ideas.
2 pages	Historical stuff or reprints.

As you can see, ideally this format would provide me with about 15 pages of material per club, and this size of contribution would give each club its fair share of exposure, and I would like to give notice that the final absolute deadline for all contributions will be last mail, C.O.B. Friday 27th November, 1992.

If in a years time, all the present Owners' Clubs are going strong, then the '93 Nats at Stanwell Tops near Sydney should be the best yet, and our editorial committee intends to make the '93 ABA a complete and fitting memoir of that occasion. With your support, it shall be.

I thank you in advance for your enthusiasm in devoting your time to help us in this regard.

Our postal address remains P.O. Box 76, Kenthurst 2156 and my home phone number is (02) 428-4146 (between 7 and 8pm E.S.T. please).

We look forward to hearing from you in the near future.

I remain,

Yours truly,

P Crowther 14/3/92.

PHIL CROWTHER

Dear Member.

Time is running out, Please send your contribution for the A.B.A. magazine to your editor as soon as possible, and help make this the best magazine ever.

CLUB INFORMATION PAGE

YOUR COMMITTEE

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This newsletter is the official publication of the Queensland P76 Owners Club Incorporated and is issued free of charge to financial members. Any opinions expressed may not necessarily be those of the Editor or the club, and any unintentional defamation or breach of copyright herein is unreservedly apologised for, and a suitable retraction will be inserted in the next edition, once the matter is drawn to our notice.

GENERAL MEETINGS

The Queensland P76 Owners Club Inc. holds its monthly meeting on the second Wednesday of of each month.

TIME 7:30 pm

VENUE
Norman Park Uniting Church hall. Corner of Bennetts Rd and McIlwraith Av.
NORMAN PARK.
(at the round-a-bout)

1992 MEETING DATES

January	8th	'92
February	12th	'92
March	11th	'92
April	8th	'92
May	13th	'92
June	10th	'92
* AGM->July	8th	'92
August	12th	'92
September	9th	'92
October	14th	'92
November	11th	'92

CLUB OUTINGS

Various activities are organised by the club's members and are generally held on the fourth Sunday of the month.
The activity and venue will be advertised in the monthly newsletter.

CLUB MEMBER OF THE YEAR

Points allocation

- attend meeting	1 point
- raffle donation	1 point
- organize event	4 points
- attend event	2 points
- win event	1 point