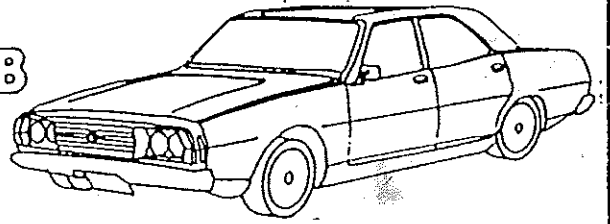


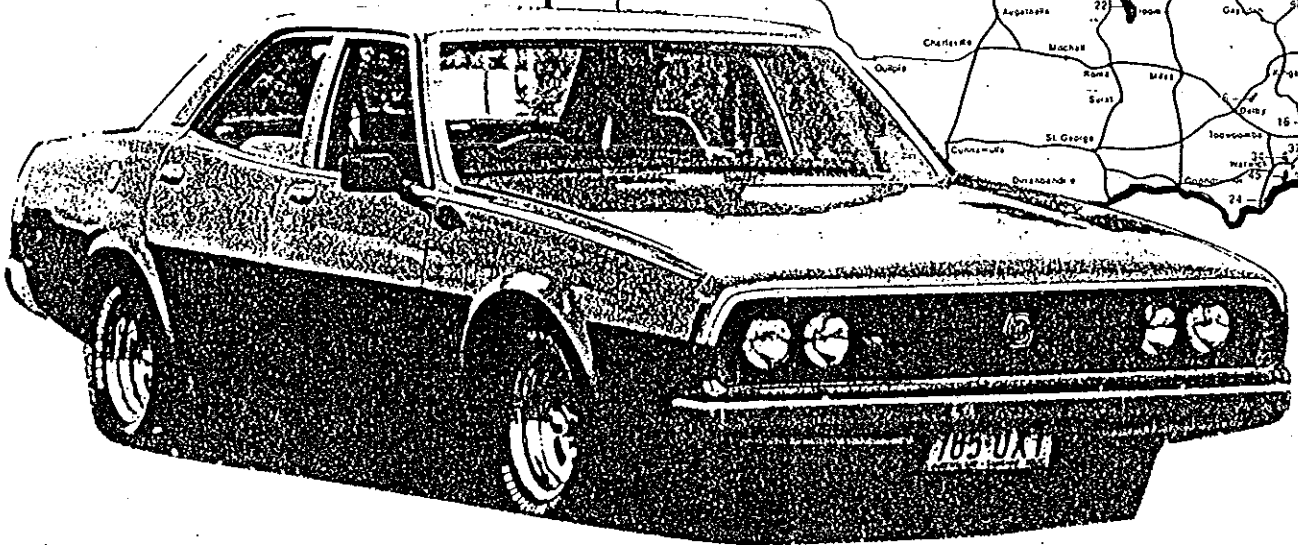
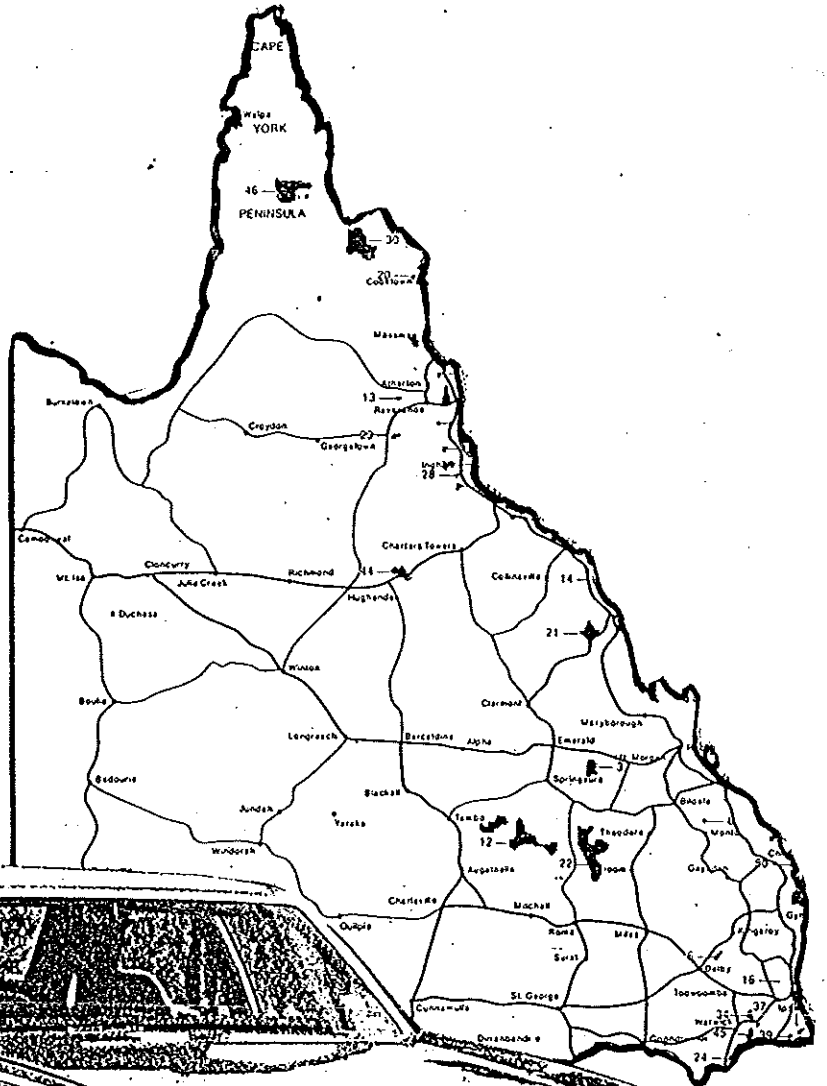
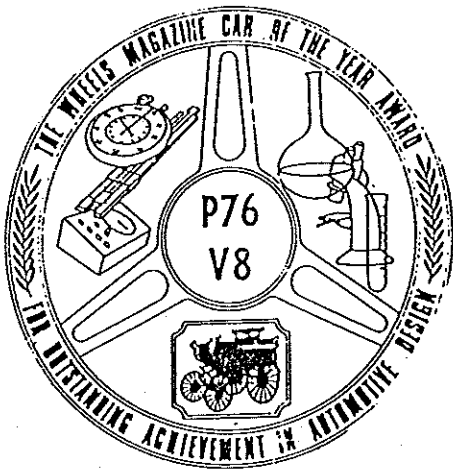
QUEENSLAND P76 OWNERS CLUB INCORPORATED

P.O. BOX 343
CARINA 4152



June

1994



P76. Anything but average

EDITORIAL

Well what an exciting month we,ve just had, Our trip to Bundamba for the Motoring of yesteryear Day was very successful. We lined up with Four cars Our enthusiasts from Connondale were brave enough to bring two cars along. So we had an original Targa, owned by Neville Humpherys, A modified Targa owned by Graham Rogerson. An original Corinthian Blue 6 Cylinder, owned by Allan Schutz and a modified 6 Cylinder oned by John Humpherys. so we had a good selection with onlt 4 Cars, When the trophies were announced we didn,t even consider we might have a chance at the club display. BUT WE DID IT. The P76 club was announced as the best represented club.

Two weeks later at the APEX car show and swap meet, we rolled up again this time with all the paraphenalia to display our cars properly. We were expecting stiff opposition. We had Chrome poles with barricade ropes, Bunting, Rally Tyres, and flags, banners etc etc. We even took the original showroom display board which is now 21 years old. We had a good roll up of Eight cars which we arranged artistically, putting the end cars on ramps, and strategically placing photo albums. This assured people stopped ad looked. We didn,t think we would beat the other club entrant (Gemini Club), But we once again succeeded We now have a Hat Trich with the trophy from The All British Day late last year.

P 76 Forever

No to a more serious note.

As you Know nominations for the new committee were called for at the June meeting. and all spaces were filled, If these members are unopposed they will step into their new positions at the A.G.M. on July 13th. They are as follows.

PRESIDENT	Graham Rogerson.	Accepted.	Unopposed
Vice President:-	Neville Humpherys	Accepted	Unopposed
Secretary_;	John Joyce	Accepted	Unopposed
Editor:-	Pat Rogerson	Accepted	Unopposed
Treasurer:-	Allan Schutz	Accepted	Unopposed
Spare Parts Co-Ordinator	Graham Rogeron	Accepted	Unopposed.

If there are any objections to this. they may be lodged in writing to our Box NO before the A.G.M. on 13th July 1994.

Don,t forget your membership subscription for the new financial year is now due Please send \$ 30-00 to the P 76 Owners Club Qld.

P.O. Box 343. Carina 4152.

It was suggested at the meeting to change the night to a Friday. As the numbers of people attending the wednesday night meetings are dwindling, It was felt that maybe a friday would be more suitable to most people.

The Treasurer opened the meeting at 8.20 pm and welcomed everyone.

MINUTES : Minutes of the previous meeting held 8MAY94 were read by the secretary and accepted by J Joyce and seconded by P. Rose.

INCOMING CORRESPONDENCE : P76 mags. received from Hunter Valley & W.A. (Mar, Apr, May) Syd. (May) N.Z. (May) Assoc. of Motoring Clubs (Nov, Dec, Feb.) Letter and badge from N.Z. club member, Rob Jones.

- Application for membership from Fred Miller at Yandilla, Toowoomba.
- Letter from The Shannons Report Re: Car Club Liability Policy.
- Letter from Transport Dept. Re: personalised Plates. Their intention is to produce number plates with the club logo, colours and club name and QLD along bottom edge of plate. Minimum of 15 orders at \$250.00 ea.
- Express Underwood have a special offer to club members of a FULL CAR TINT total cost \$139.00 for any size vehicle. Ph. (07) 8085188
- Gold Plating Professionals. Mobile operators will molecularly bond 24 KARAT GOLD (99.98% pure gold, 0.02% cobalt added for hardness) providing lustre and durability. Ph. (07) 854 1632 or Toll Free 1800 06 87 86
- Letter from Automotive Engineers specialise in the manufacture of obsolete or hard to obtain parts and the remanufacture of exchange parts. For more Informator Call 262 7566 Albion 4010
- Metal Strip & Preparation specialists. Cost for P76 \$1,200 Contact Paul Jones on (07) 881 1134 address- 1/23 Terrence Rd, Brendale
- Letter from Endeavour Foundation. They are launching "Australia's Most Collectable Automobile" to coincide with the 1994 Carnival of Flowers at the Toowoomba Showgrounds September 24 - 25th

TREASURERS REPORT : read by the Treasurer. Balance of previous report 8MAY94 was \$2365.03 and the Balance as at 8JUN94 was \$2844.08. moved J.Joyce and seconded by P. Rose.

BUSINESS ARISING : Rear No. Plate lenses to be followed up by G. Rogerson.

OUTGOING CORRESPONDENCE : Nil

GENERAL BUSINESS : Nominations for new Committee as follows :

G. Rogerson	for President
N. Humphries	Vice President
A. Schutz	Treasurer
J. Joyce	Secretary
P. Rogerson	Editor
G. Rogerson	Spare Parts.

Moved A. Schutz to purchase 12 sets of V8 Gasket sets. - seconded G. Rogerson

National Spare Parts Supply - all members to provide a list of Spares that they wish to list Nationally for Sale. The Qld Club will then supply the list to Luke Vrettos in Sydney who will maintain a Register of Spares from all State Clubs and individual members.

General discussion and personal experiences.

MEETING CLOSED 10.30 pm

Treasurers Report for May 1994

Balance as per previous report :

<u>RECEIPTS</u> :	<u>Expenses</u> :	2365.03
New Member	Newsletter	<u>558.00</u>
Sale of Gaskets	Postage	42.40
Sale of used Parts		<u>36.55</u>
Sale of Shirts		78.95
Sale of Umbrella		
Sale of Syd. Souven.		
Sale of Badges		
Sale of Rear Eng Mt.		
558.00		<u>78.95</u>
		2844.08 *

Reconciliation to cash at Bank Statement No. 57 as at 1JUN94

Treasurers Report for March 1994

Balance as per previous report :

RECEIPTS :

Sale of Frt Lenses 75.00
 Sale of Louvre 98.00
 Sale of used parts 112.00
 Sale of Easter ⁹Bdgs 60.00
 345.00

Expenses :

Newsletter 25.00
 Shirt Screen Print 25.00
 100 Easter 94 Badges 319.50
 Sydney 93 Badges 120.00
 Sydney 93 Souveniers 283.00
 Trophies 117.50
 Postage 35.65
 Purchase 10 Frt Lenses 632.15
 Purchase Rubber Parts 186.00
 Stationary 6.55
 Editor - Extra P/Cash 50.00

1763.58
345.00
 2108.58

1800.35

1800.35

308.23 *

Reconcilliation to cash at Bank
 Statement No. 55 as at 31MAR94

1469.38

less unpresented chq no. 100 (Frt Lenses) 632.15
 " " " " 102 (Syd Badges
 & Souveniers) 343.00
 " " " " 104 (Syd Rubber) 186.00

1161.15

308.23 *

Outstanding Petty Cash
 (to be accounted for)

M. Schutz Chq No 97 50.00
 P. Rogerson Chq No 98 100.00
 150.00

Note : a correction on Treasurer Report Feb94
 should read P.Rogerson Chq No 93 \$50.00

Treasurers Report for April 1994

Balance as per previous report :

RECEIPTS :

Membership Subs(5) 200.00
 Sale of Louvres 196.00
 Sale of used parts 196.00
 Sale of Shirts (43) 855.00
 Sale of Umbrellas 100.00
 Sale of Qld Badges 292.00
 Sale of Syd Badges 120.00
 Sale of Stick on " 5.00
 Easter Meet Regist. 292.00
 Sale of Hambergurs 12.00
 Raffle * 164.00
 Refund Boat Dep. 100.00
 Secretary to Edit. 28.10
 2560.10

EXPENSES :

Newsletter 45.00
 Gov Debit Tax 5.55
 PO Box Rent 39.00
 Purchase 20 Umbrellas 75.00
 Purchase Shirt Paint 10.50
 Postage 41.30
 Food at Easter 254.55
 Stationary 4.30
 Reimburse Secretary 28.10
 503.30

308.23
2560.10
 2868.33

503.30

2365.03 *

Reconcilliation to cash at Bank Statement No 56 as at 29MAR94

2365.03 *

Outstanding Petty Cash
 (to be accounted for)

M. Schutz Chq No 106 50.00
 P. Rogerson Chq No 103 100.00
 150.00

SOCIAL CALENDAR

As the 25th June marks the 21st Anniversary of the P76 we have decided to hold a Birthday Bar B Q. to mark the occasion

Sunday 26th June

Meet Hypermarket Aspley (.9-30 am)

We will be taking a leisurely drive to Mt Glorious for Lunch

B.Y.O. Bar B Q and drinks.

see you there/

Sunday 25th September.

Toowoomba. The Endeavour foundation are holding a weekend of Australias

Most Collectable cars. If only we had a Force 7 in Qld

This weekend coincides with the carnival of flowers so there will be something for everyone.

More details to come.

FOR SALE

Tee shirts \$20-00

Tee Spoons \$ 5-00

National Magazines \$ 5-00

Anniversary Number plate frames \$10-00 per pair.

Badges \$6-00

Key Rings \$5-00

Anniversary Postcards \$ 1-00

P76 V8 Corinthian Blue

Mag Wheels Twin Exhausts

Gas Shocks, Air con.

motor has Holden Pistons

Paintwork Good

Interior Very Good

Inspection report available

\$ 1,500-00

Gerry Bravery 800 2959

P76 V8 Executive Country Cream

Body Good Needs cut and polish

Interior Excellent except drivers seat

Good Tyres all round

Gear Box recently repaired

Has plenty of go \$2000-00

Graham Rogerson 888 1345

MEMBERSHIP RENEWAL

Herewith my subscription of \$30-00 for 1994 -95 Financial Year.

NAME _____

Phone _____

Address if changed.

I would attend meetings if they were held on a friday evening.

Yes

No

P 76 SPEEDO HEAD IDENTIFICATION

There is still some confusion on the correct speedo application in P76 vehicles.

In all during the time the P76 was produced, 8 heads were fitted to both the V8 and the 6 Cylinder version of the vehicle.

The usual method to overcome variations in differential ratios and such is to have the same speedo head and change the speedo drive pinion in the gear box.

In Leyland,s case with the P76, the variation of the rear axle ratio,s 2.92 to 1 for the V8 against 3.89 to 1 for the 6 Cylinder, caused difficulty in gaining speedo and odometer accuracy by changing the speedo drive pinion. Leyland decided that the most practical method to overcome the problem was to have a different speedohead mechanism for the V8 and the 6Cylinder driven by the same speedo pinion Orange in colour with 17 teeth.

For original production of the vehicle where the speedo calibrations were in miles and miles per hour, 4 speedo heads were needed to cover the vehicle range and levels. With the introduction of Kilometers and Kilometers per hour it required a further 4 speedo heads to be introduced amounting to 8 speedo head types being used for the vehicle.

In order to assist P76 owners to ensure the speedo head used is correct for the application it was decided to publicise the following information.

LEVEL 2 P76 DELUXE MODELS (no trip meter)

6 cylinder part no AYD9250 mph	3.89 diff ratio
6 cylinder part no AYD9311 kph	3.89 diff ratio
8 cylinder part no AYD 9085 mph	2.92 diff ratio
8 cylinder part no AYD 9087 kph	2.92 diff ratio

LEVEL 3 & 4 SUPER & EXECUTIVE MODEL D (with trip meter)

6 cylinder part no AYD 9251 mph	3.89 diff ratio
6 cylinder part no AYD 9313 kph	3.89 diff ratio
8 cylinder part no AYD 9088 mph	2.92 diff ratio
8 cylinder part no AYD 9090 kph	2.92 diff ratio

The part numbers are stamped into the speedo casing at the back of the instrument.

Happy and safe motoring

TONY DE LUCA

Courtesy of the NSW Club

Force 7 Tacho part No AYD 9093
Clock Part no AYD 9096
To help identify the real ones from the others

John Brett

Courtesy Victoria Club.



When it arrived at Tamanrasset, more than six hours ahead of the next car, the Australian Citroen was still as immaculate as when it left London.

EVERYONE with a spark of ambition dreams of doing what no-one has done before. Well, Ken Tubman, the grand old man of Australian rallying, can rest content. He's done it.

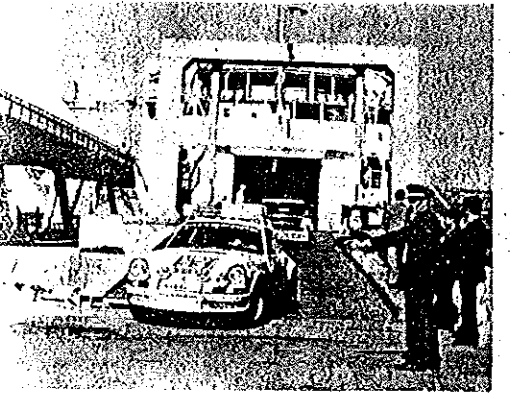
The Maitland chemist has completed the rarest double in the world rallying by scoring an upset win in the 17,000 km UDF World Cup Rally. Twenty-one years ago, he won the first Redex Around Australia Trial. That was, in its day, undoubtedly the world's toughest car rally.

And at Munich Stadium in Germany on May 25, he drove across the finishing line in the UDF motoring marathon to win what was the most arduous and demanding rally of recent times. It may well have been the toughest rally of all time.

Tubman, with crew mates Andre Welinski and Jim Reddix in their Sun-Total sponsored Citroen DS23, won by the impossible margin of 28 hours, 27 minutes and 31 seconds. These were not all true time penalties, of course, because everyone, except the winner, missed at least one control point along the route, and missed controls cost from three to 24 hours.

The rally began as a close fought contest, in which Evan Green and I in the Brut 33-backed Leyland P76 emerged as the ultimate leaders. Then it was turned upside down, and ceased to become a conventional, competitive rally, when a route foul-up

As the field landed at Tangier, the leader was the flying Pole, Sobieslaw Zasada, but his rapid run soon ended.



It's more than 38 other crews can say...

occurred in the Sahara. This saw all the leading cars — in fact, all but three cars in the field — follow the wrong road deep into the desert south of In Salah.

Tubby Sets Hot Pace

The only crews to find the correct route were those who had surveyed the route some weeks before the rally. They included Tubman, and it was here that he established his winning break. From this point on, the rally became a pursuit. So many of the hounds after the Tubman fox were so far behind that they gave up any hope of catching their quarry. The result was that most crews just drove to finish, rather than try to catch the leader.

Only 19 cars were officially classified as finishers at Munich. Only five of these drove

marque like a mother knows her only child. In many ways, he was the force behind the victory. He spent a month in Paris early in the year, building the car at the Citroen factory. He made the DS23 a little stronger, a little better cooled and a little better all round.

Reddix carried with him a plastic bag full of Citroen "shock absorbers", small valves to damp the ride of the liquid and gas suspension system. He had more than 40 with him. He chose the settings carefully, and could alter them quickly to suit conditions. He was notably more successful than the other Citroen runners, who were plagued with troubles, although both managed to finish in the top ten. Additionally, he proved to be an excellent No. 2, backing-up Tubman in the driving

WELL, WE FINISHED



The strain of six days hard driving through the desert shows on Ken Tubman's face, but there was no risk of him stopping now.

department and helping to keep the Total-backed car running at a relentless pace.

Regular Australian rally drivers will appreciate Ken Tubman's ability to keep going at a fast pace over long distances. That's precisely what he did in this gruelling event. He inherited the lead in the confusion south of In Salah, but once in front, and with a big lead, there was no way anyone was going to catch him.

Experience Paid Off

Tubby drove with great skill and control. He went just fast enough to make pursuit a despairing business, but not so fast as to jeopardise his own chances of winning. It was the drive of a man of vast experience, and a fitting climax to the career of one of Australia's most popular motor sportsmen.

French cars excelled, with Peugeot 504 sedans finishing second, third and fourth. The result was a demonstration of Peugeot reliability. It was given extra zest by the fact that two of the Peugeots had women crews.

Andrew Cowan stops his Escort RS2000 for a rest in Spain, enjoying the view of the mountains beyond Burghondo.

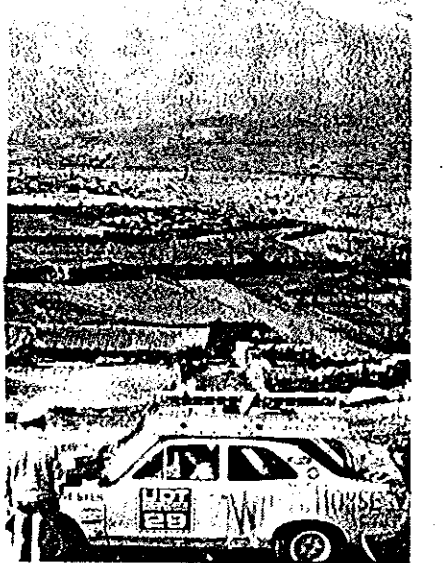
to the southernmost part of the route, at Kano in Nigeria. And only one of those five covered the entire course — the winner.

Tubman found a return to a French car a winning move. He drove a Peugeot 203 when he won the first Redex Trial back in 1953. For this World Cup Rally he drove a Citroen DS23. It proved an admirable choice, the suspension of the big French sedan coping superbly with the long punishing stages through the Sahara Desert. When virtually every other car struck trouble, his kept going.

Well Planned Attempt

Against the trend, Tubman took a three man crew. You can't argue with success, so obviously it was the right decision. This Australian trio was an unusual combination. Andre Welinski was organiser and virtual manager of the venture. As far as I know, it was only Andre's fourth rally, — one Redex Trial, the London-Sydney Marathon and the two World Cup Rallies — but he knew exactly what was wanted to do well in this event and guided his team towards success.

Jim Reddix was the quiet man of the team, if you can imagine anyone "out-quieting" Tubby! Jim is the Citroen importer for Queensland and he knows the





Andre Welinski, Ken Tubman and Jim Reddix adopt the classic pose as they acknowledge the applause of the crowd after the presentation at Munich.

Story and Photos
by JOHN BRYSON



the second car behind driven by Christine Darcremont and the fourth by the redoubtable Claudine Trautmann.

To be truthful, however, the Peugeot's were never competitive. They were back in the field even at the time of the In Salah navigational shambles, lost many hours in finding their way south to Tamarassat, and from then on, ran as a team - just as the Russian Moskvitch's did in the London-Sydney Marathon. They waited for each other on sections, stopped if one car had problems and drove at a speed which guaranteed they would finish.

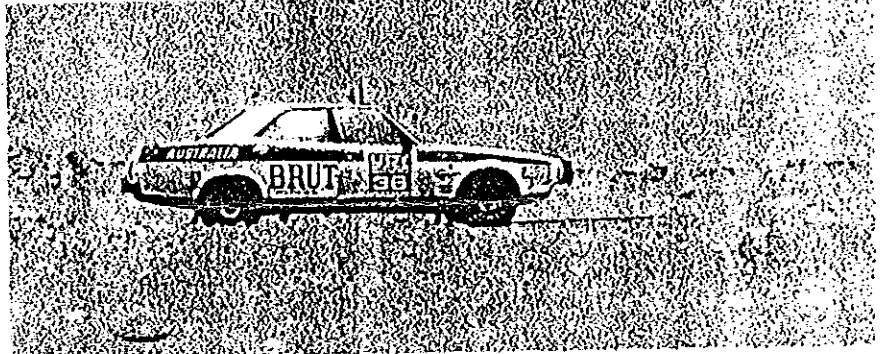
When the only man in the group, Robert Neyret, went missing north of Tamarassat on the run to Tunis, the girls went looking for him. It cost the team six hours, but what the hell when the margins between cars were days, not hours!

Our own P76, the only Australian car in the event, had an up-and-down rally. It eventually finished 13th, due mainly to losing a day in time, and the equivalent of 11 days in penalty points, between In Salah and Tamarassat, in the Algerian Sahara. What the P76 did do was rule the Europeans (and others) by its overall performance on the special stages. It did things that big cars aren't (or weren't) supposed to do, like keep up with works Porsche Carreras and Ford Escort RS2000s, and has gained a lot of fresh admiration for the quality of Australian cars.

Through Morocco, and one really rough, Flanders Range-like section, we picked up to third place. By Adrar, at the start of the Sahara in Algeria, we were in the lead. And by In Salah, 300km of deep sand away, we were more than two hours in the lead. Zasada's engine blew up, Cowan's Escort became bogged and so did Stirling Moss' Mercedes Benz which had been a front runner.

Then came the road that only those who had been there could find. As leading car, we went further up the wrong road than anyone else and cracked a front McPherson strut in getting out of some pretty rough country. And that was our rally, as far as winning was concerned.

We subsequently made best time on the Targa Florio special stage in Sicily and caught and passed the field through Turkey, where the P76 again made fastest time. We also discovered, on the final morning of the



Nothing but sand for miles around as our heroes rest the P76 en route for Adrar in the Sahara.

A Bad Start - Then the Lead!

Evan and I had a miserable start to the rally. A fuel blockage during two special stages in England had us in 49th place by Southampton. In other words, fourth last. That was the last mechanical trouble we were to experience. Through the four special stages in Spain, we gained 41 places to be eighth at Algieras.

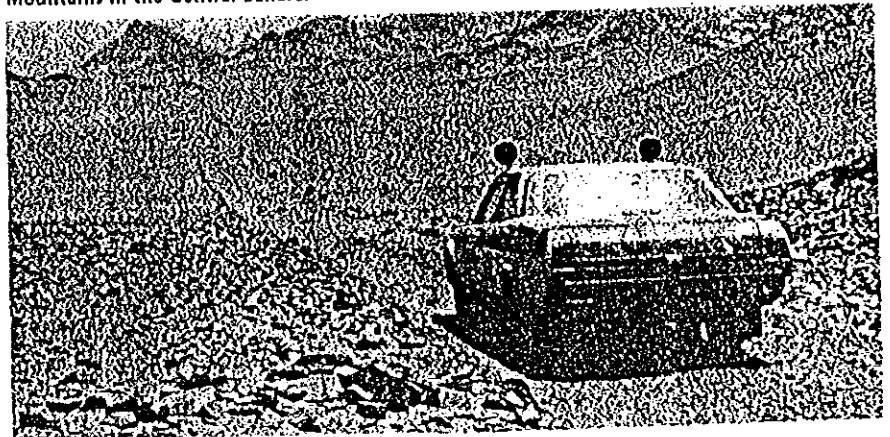
Top Drivers Destroy Cars

Former European Champion, Sobieslaw Zasada of Poland, was the leader at the Mediterranean. But he was obviously shattered to discover the Loyland P76 had been eight seconds faster over the final and longest mountainous stage than his works Porsche. Only Andrew Cowan was faster than us - and by a mere two seconds.



These two rally cars could proceed no further, so their crews just abandoned them by the side of the road. Australian mechanic Brian Hope checks the reason.

A more foreboding view of the road ahead could hardly be imagined than the Hoggar Mountains in the Central Sahara.



WORLD CUP *cont*

three weeks long event, that this Australian car was really good on snow and ice.

A blizzard fell as we crossed the Yugoslavian border into Austria and we passed 10 cars (most of them stopped) up a snow-covered pass. Only a four-wheel-drive Range Rover made it to the control ahead of us, a real tribute to the traction built into this sedan by the design team at Leyland's Victoria Park plant.



One of the P76's major setbacks — a coil spring that burst through its housing and took six hours of straining to replace.

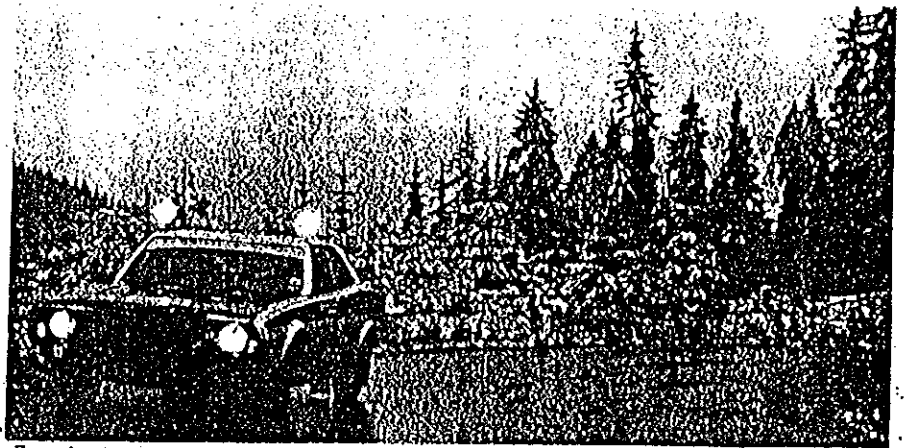
Great Shape at Finish

The car finished the rally in excellent condition. We drove it back to England, to be flown back home on a British Airways freighter. The only external mark was a dent on a rear mudguard arch, where Evan clipped a Capri on the way up the Austrian Alpine pass. It was nudge him, or go over the edge (or stop) so guess that we did. Straighten him up. He said afterwards he'd never have made the climb without our help!

We changed tyres three times and had only one puncture. We changed brake pads once, spark plugs once and oil three times. Oil consumption was negligible. Petrol consumption was better than expected, too. We could count on 17 mph on all but the special stages and would stretch the figure to 27 mph on the easier sections. No bad for a 4.4-litre V8!

A number of companies helped us take part in what was an expensive venture. Faberge (Brut 33), Total Australia, Endrust

American Brian Chuchua's Jeep Wagoneer cost \$16,000 to build, could have won the Rally easily had it not been driven as if in a quarter-mile drag! The rear end was completely solid — and blew 27 tyres in the desert!

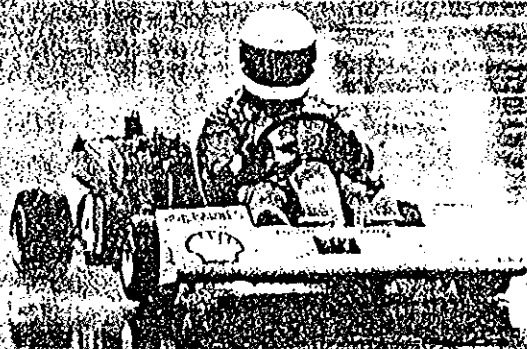


Even in the final hours the drama wasn't over, as the field had to survive a snow-storm in Austria. But the pine-trees looked lots more hospitable than the Sahara any day.

of Brookvale, Avis, Travelodge and British Airways all helped. We also had most generous support from a number of Leyland dealers, who obviously had a deep and highly justified — faith in the P76. Even the Wagga District Car Club and Jaguar Owners Club sent contributions, to help an Australian effort. It was this sense of local support that spurred us on, and helped get us to Munich.

I don't suppose 13th place is so bad. And we have a class award and a couple of trophies for winning special stages. Beyond all that, however, is the knowledge that we took part in, and finished, the toughest car rally of modern times. And we were privileged to be at Munich to cheer three Australians as victors.

RESULTS	
1	Wellnik/Tubman/Reddo (Citroen DS12) 15h 27m
2	Dacremon/Banon (Peugeot 504) 14h 55m
3	Neyrot/Terramorris (Peugeot 504) 15h 26m
4	Trautmann/Peyer (Peugeot 504) 17h 35m
5	Ingleby/Smith (Jeep) 23h 58m
6	Vanton (Citroen DS23) 212h 40m
7	Jackson/Bean (Escort) 235h 36m
8	Sipani/Aveloglu (Murat) 245h 20m
9	Wadman/Hille/Lentz (Peugeot 504) 245h 45m
10	Laurent/Marone (Citroen GS) 249h 46m
11	Goiz (BMW 2002) 262h 29m
12	Hing/Ludorf (Range Rover) 287 25m
13	Green/Bryson (Leyland P76) 294h 09m
14	Whitcombe/Kimball (Rover) 296h 09m
15	Cowan/Syer (Escort) 314h 14m



1974 ROAD RACE CH'S

SEE...

- * BARNES (SA)
- * BURGESS (SA)
- * STUART (SA)
- * SAILARD (NSW)
- * KINNEY (NSW)
- * BIRD (NSW)
- * POWER (WA)
- * SCROOP (WA)
- * JUDGE (WA)
- * WHITE (QLD)
- * ANDERSON (QLD)
- * COLEMAN (QLD)

ORAN PARK

SUNDAY, JULY 21

PRACTICE 9 AM RACING 11 AM

ADMISSION \$2 — CHILDREN FREE
CANTEEN

Promoted by THE ROAD RACING KART CLUB of NSW

Enquiries: KEN RYAN — 638-5504 (Sydney)

CLUB INFORMATION PAGE

YOUR COMMITTEE

PRESIDENT

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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 attention.

GENERAL MEETINGS

The Old P76 owners club Inc holds its monthly meetings on the second wednesday of each month.

TIME 7:30pm

VENUE

Norman Park Uniting Church
Cnr of Bennetts rd and
McIlwraith Avenue
Norman Park
(At the Round a bout)

1994 MEETING DATES

January	12th 94
February	9th 94
March	9th 94
April	13th 94
May	11th 94
June	8th 94
July	13th 94 A,G,M.
August	10th 94
September	14th 94
October	12th 94
November	9th 94

CLUB OUTINGS

Various activities are organised by the clubs 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 allocated	
Attend meeting	1 point
raffle donation	1 point
organise event	4 points
attend event	2 points
win event	1 point