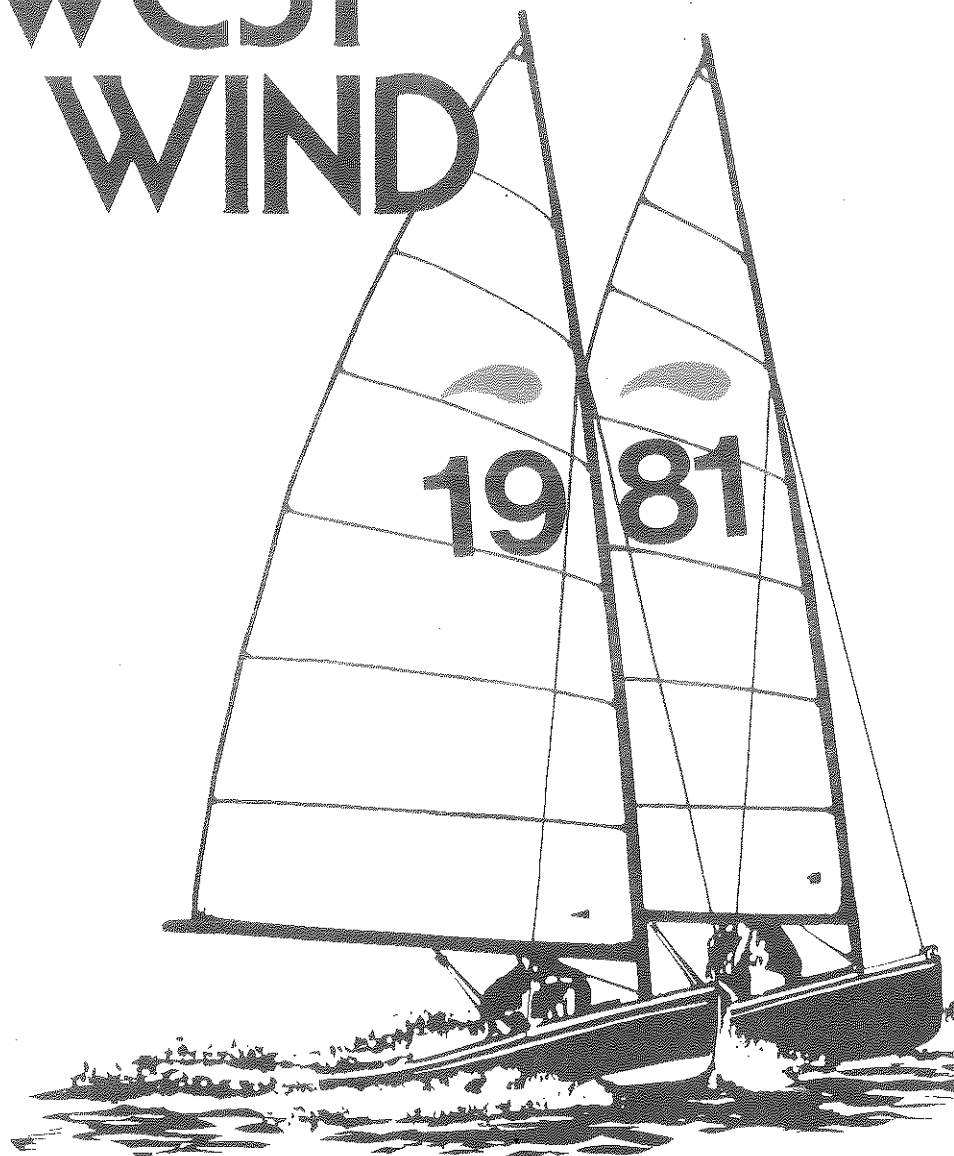


WEST WIND

July 1981



'The Class with a touch of class'

West Wind is published by the Zephyr Owners Association.

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WEST WIND

PUBLISHED BY THE ZEPHYR OWNERS ASSOCIATION
P.O. BOX 9324, HAMILTON

VOL. 1.

NO. 7.

- EDITOR JOHN VALE -

JULY 1981

EDITORIAL

Why the Zephyr has not been granted national class status after 25 years seems unclear. In comparison with other recognised national classes the Zephyr class is superior in most of the respects prescribed by the N.Z.Y.F.

The national championships has attracted greater entries than any other class apart from P. Class over recent years. The record 66 entries at Tamaki this year exceeded all other classes (except P. Class) handsomely and the class is widespread. The geographical distribution is: - Northland, 2, North Shore, 13, Tamaki, 19, French Bay, 33, Waiuku, 26, Hamilton, 50, Bay of Plenty, 2, Wanganui, 3, Wellington, 4, Nelson, 1, Timaru, 1, and Canterbury, 43, unknown, 24, Total 221, and the class is continuing to grow!

The application to N.Z.Y.F. looks likely to be granted in the near future. Whilst there are advantages of national class status there are responsibilities also. One requirement is that National Contests be advised to N.Z.Y.F. 18 months in advance, hence the Committee's decision to hold the 1982 National contest at Torbay and Canterbury in 1983. These venues are on the agenda for ratification at the A.G.M. on 5 August.

That Canterbury has been selected in 1983 must delight Rema Maynard and her enthusiastic band of Zephyrers. It is not too early to plan for a large contingent of North Islanders to attend. H.A.Z.O. is confident that 15 to 20 boats will travel and has plans for monthly saving and fund raising to this end. Other areas could profitably follow suit.

And here we go again... The 1983 Contest will be the 25th Class Championship!

SALES TAX

THE BAD NEWS AND THE GOOD NEWS

The good news is that new Zephyr builders can now - as of 1 July - claim a refund of sales tax paid on sails or spars (one set) as Zephyrs have been included on a new list of exempted boats. Does not extend to boat fittings.

The bad news is that (at present) this change is not retrospective and those who paid out before July 1st will, it seems, miss out although it might be worth applying as its not clear just what the July 1st date refers to and sales tax refunds can normally be claimed for up to a year.

The form to use is Form Six: New Zealand Customs Department Application for Refund of Sales Tax (all refunds other than Farm Motor Cycles)

Available from your local Customs Dept. Does not extend to boat fittings.

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ANNUAL MEETING TIME

Notice is hereby given that the Annual General Meeting of the Zephyr Owners Association will be held in the Gold Room, Pukekohe on Wednesday 5th August at 8 p.m.

AGENDA

CONFIRMATION OF MINUTES

PRESIDENT'S REPORT

TREASURER'S REPORT

ELECTION OF OFFICERS AND COMMITTEE

GENERAL BUSINESS

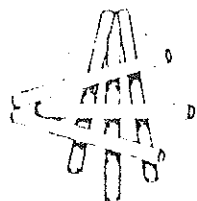
- a) National Championship Venues 1982/1983
- b) Election of Life Member - D. Townson

DID IT HAPPEN TO YOU, TOO?

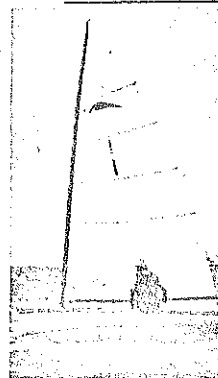
Brian and Louise decided on the first morning of their honeymoon that the best way to disguise their recently acquired martial bliss from the Hotel Staff was for Brian to give the order for breakfast for both of them, this was to give the impression that it was a routine occurrence and that he knew his wife's breakfast eating habits of long standing. After discussion with Louise as to what she would like he rehearsed before hand. On going down to breakfast Brian nonchalantly rattled off the order for both of them.

To their surprise the waitress said "Are you on your honeymoon?" "How did you know that?" said the embarrassed Brian. "Well" said the waitress "We don't usually serve Weet Bix at Lunch Time"

Brain teaser solution



Z.O.A. PRESIDENT'S REPORT 1980-1981 SEASON



Ladies and Gentlemen,

As I will not be seeking re-election this coming year I would like to take this opportunity to thank you one and all for the tremendous co-operation and pleasure you have given me, while being you president.

A special thankyou:-

- To All the committee members for their support, making my job so easy.
- To John Vale, for the amount of work and effore he has put into WEST WIND.
- Julie Thorp, who is always there; no need to ask, just gets the job done.
- To the secretaries and treasurers during my term. I have appreciated you work. Well done.
- To all those who have donated prizes
- John Whitley and his rubber ducky and also for the supplies of Black Heart Rum and T-Shirts.
- All those yacht clubs that have supported us.
- The ladies for their cups of tea and cakes after the races.

It is encouraging to see the progress with new boats in Christchurch and it looks as though Auckland will have a hard task to catch up. Rema Maynard is doing a tremendous job, congratulations Rema - keep it up. Now that we are building new boats in Christchurch and Auckland, the class must continue to grow.

I feel the Zephyr class has never been in better shape, thanks due to all committee members present and past and all their supporters.

Well folks, there is no need for me to report on the activities of the Association as WEST WIND has kept you all up to date. I have enjoyed working and racing with you all. It is good to see the young ones joining the class and doing so well.

I had hoped to have gained national status for the class before retiring, but feel it is very close. The future of the class looks very promising.

To the incoming committee my very best wishes. Hope to see you all afloat.

Alan Walker

SANDUST, WOODCHIPS AND PAINT PEELINGS

With winter maintenance now in full swing it is timely to remember the sad fate of Zephyr No.224 done to death by an irate axe welding wife. I sincerely hope that this remains a singular phenomenon although I fear many boats are at sometime or other threatened with similar actions. My point in mentioning it is purely a precautionary one along the lines of prevention is better than cure.

All wives are not so unco-operative though and I am told that recently at least three have even bought new sails for their hubbies birthday (hint, hint, nudge, nudge etc etc) which seems a far better idea.

One wife of course is known to have promptly taken over hubbies boat, new sail and all but the thought was there wasn't it Joy - and there are always more sails in stock.

To me a confirmed M.C.P. the forgoing epitomises the fickleness of the fairer sex and clearly demonstrates the appropriateness of their traditional confinement to the galley.

Now having taken my tongue out of my cheek I am left to prove myself entirely wrong and report that yet another Zephyr skipper has added a larger boat to her fleet. I am reliably told that Rachel Upton is soon to launch a beautifully finished Townson 25 which is all her own work - quite a "Triumph" for the afore mentioned sex.

I will close this months column with a further tip on tying in sail battens which had slipped my mind when giving my previous advice:- which shows I'm either now in that category of skill whereby one has forgotten more than one has learnt or I'm growing old, which I suspect adds up to the same thing - heaven forbid.

Anyway to tie the battens in, make the first bend as in tying a reef knot and then proceed to tie the second bend but when doing so add a further twist in the same bend. (I'm not used to describing knots and may be tying myself in knots). Viz over under for the first tie then over under and over and under for the second. This keeps the free ends of the batten tie under higher tension than an ordinary reef knot due to the longer length of the tophalf of the knot.

Lastly I would like to propose a contest to give you something to do on a winters night. Firstly, a quotable quotes contest using boats and skippers names e.g. Robert Glue is stuck on Zephyrs or John Vale may be old but he's still got a good technique. Send entries with the Acrossword.

And while your in the mood how about seeing if you can produce a good slogan for the boat show. Who knows there might even be a prize.

Don't forget the A.G.M.

Zephueros

BOAT SHOW 1981

We will again be running a stand at the Auckland Boat Show.

To save us having to chase you to help on the manning roster, how about ringing Dave Thorp WKU 59-052, Max Walker HN 52-572, or Stuart McPettridge Auck. 486-665, and volunteering to do a stint.

CANTERBURY CAPERS

By Rema Maynard



In this winter period, things are naturally quiet on the Zephyr front in Canterbury. Our fleet is still quietly growing, with two more new hulls ordered, No. 316 Grant Hitchings and 317 C. Cooper. We would also like to welcome Alan Britton, a stalwart of Canterbury Sunburst yachting, who has recently purchased No3. Anitra. It seems that the Zephyr is becoming one of the most popular classes down here in the cold south. (Perhaps the method of construction is more resistant to ice bergs !!!) At time of writing the temperature is 6 deg. C.

We held our A.G.M. recently, with a good number of owners and interested parties turning up to discuss a few aspects of Zephyr sailing, tuning etc. It was an interesting evening (for an A.G.M.) and we would like to thank Maurice Hines for rounding off the evening with some slides taken at Tamaki in February.

Prospects for next season look very good and judging by the enthusiasm of those at the meeting and the general interest being shown in the class throughout Christchurch, I think the Zephyr Class will be around for some time to come. It is heartening to see the interest and appreciation of the Zephyr, after so many years of indifference.

It is a bit too cold at the moment for much capering in Canterbury, but most of us are well ahead with repairs and painting jobs, and are looking forward to our various opening days in September.


FRENCH BAY FROTH

By David Brown

The season has come to a close and it's time to look at the balance sheet for 1980-81. On the profit side, we have had Murray Sargisson's example and assistance throughout the season and have gained four new Zephyr skippers in Dave Waterer, Laurie Cranfield, Paul Mullings and Ray Wood, while Stewart McPettridge returned from Hamilton. We have enjoyed some keen, close racing at the Club and have had the satisfaction of seeing Russell Durrant win the Class Championship and Murray clean up the remaining events with the exception of the Match Racing. On the loss side of the ledger, Alan Walker, Cor van der Pol and Trevor and Malcolm Pollard are no longer Club members, although Cor sailed often at French Bay with his customary verve and Alan showed us how to do it in light airs on Closing Day. Peter Rotherham and Peter Wieringa were working on their Zephyrs and weren't able to sail for the full season's programme.

With the notable exceptions of Clynton Leuty, Murray Sargisson and Russell Durrant, the French Bay fleet didn't shine in the Class's 25th anniversary year. On balance, though, the Class is in good heart at French Bay and looking ahead already to the 1981-82 season.

CLUB RESULTS:



Championship: Clynton Leuty 1, David Brown 2, Murray Sargisson 3, Handicap: Aggregate Points - Bob Foster, Staurday Trophy - Murray Sargisson, Sunday Trophy - Bob Foster. In addition to winning the Champs, Clynton also received a trophy for Fastest Times, the Lillian Priston Memorial Trophy and the Otitori Shield.

As a footnote to the results of the Championship series, it should be pointed out that only once did Murray Sargisson's concentration relax enough to allow Clynton and David to slip over the line ahead of him and his third position is due to his having missed two races.

To the question "Why doesn't Russell Durrant's name appear in the list of prizewinners?" the answer is that Russell didn't sail his Zephyr at French Bay in a Club event. Russell says that this situation may change next season, however.

WAIUKU WARBLINGS

By Alan Abernethy

Results of our closing series over Easter showed a well deserved win to Graham Wilson - Alan Abernethy second and Kevin Delores third. At no stage was there any doubt of Rewa's lead over the rest of the fleet.

Good to see Keith Phillips out on the Sunday. Keith sails Hi-Jinx to perfection but has many other commitments - still - we'd like to see you out there more often Keith.

Kevin Delores has finished refurbishing the hull on Blue Max and to go with it Blue Max now sports a new deck. With nothing left to do, Kevin now tells me that he is re-doing the hull again!

Dave Thorp has got his new hull at home after a lengthy gestation and confinement. Much pondering now takes place on how to fit and rig. Should it have a "New Hulls Available" set up or perhaps some of Gazelle's layout - maybe a bit of both - or neither... what about Cindy's setup. Meanwhile, the furrows around the hull (Skull? Ed.) grow deeper...

One of our younger skippers is looking for a Zephyr for the coming season. Any good boats for sale for this wise and intelligent person?

Rumour going around that Tom Harper may climb back into No. 22 Gae next season. Interesting to note that Gae used to be sailed for many years by Sam Shackleton, which reminds me - Welcome back to the class Sam! For those who don't know about Sam, one of his first

sailing experiences was in some corrugated roofing iron roughly in the shape of a boat and fitted with a mast. From there young Sam progressed through Sailfish - Sabot - T Class - Zeddies - Idlealong and Q Class. It was about this stage of his development that Sam bought No. 22 which he sailed from 1964 through to 1976. When he wasn't sailing Gae he would have been found sailing his Flying Dutchman with half owner, the late Frank Blackburn or else crewing on 18 footers on the Waitemata.

More recently, Sam has introduced his family to yachting via his Frostply which he sailed up to last season. Sam now sails No.34 Pussyfoot and looks very comfortable in her too.

HAMILTON HAPPENINGS

By Frank Ward

At the Hamilton Area Zephyr Owners (HAZO) Annual General Meeting the following Officers were elected:- Fleet Captain, Brian Hutchinson, Sery. Treas. Joy Homewood, Committee Jim Brokenshire, John Waite, Max Walker, Handicappers Stephanie Bridges and Frank Ward, Publicity Officer to HYC Newsletter and WEST WIND, Frank Ward.

Hamilton Area Zephyr Owners would like to record their appreciation to the outgoing Officers, Noel Martin, President and John Vale Secretary Treasurer and Roger Walker, Handicapper, for their work at local and national level in the interest of the Class: We can assure the new Committee of full support and look forward to a year's sailing at a variety of contests and venues.

The HYC Winter series is now half over (after two races) and we certainly can't claim that conditions were pleasant. In fact only the dedicated (or demented) took part. Most skippers couldn't participate because of heavy involvement in renovation programmes of sanding, painting, varnishing and generally upgrading their boats. We could say one or two could stand some work on them couldn't we Russell?

Never-the-less we hope for bigger fleets at the remaining two races.

FLEET CAPTAINS:-

In order to provide a firm contact person in each of our rapidly growing Zephyr fleets, your committee is suggesting each area appoints a fleet captain who would act ex officio to the Z.O.A. Committee and head the Zephyr activities in the local areas.


Hamilton and Christchurch already have active fleet organisations and the proposal will allow better liaison in the other areas particularly the smaller fleets.

FOR SALE

Mistral Mast, Boom and Rigging good condition, B. Woods, 61 Edmund Street, St. Heliers AK. Phone: 581-977 Auckland

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PERSONALITY OF THE MONTH:-



Rema Maynard

A firm of shipwrights and boatbuilders, J. Miller Ltd of Lyttelton which had been building small craft, fitting out shipping and raising sunken ships at Lyttelton for more than 85 years was where Rema gained her love of boats and things to do with the sea.

She is the daughter of W.A. Miller whose grandfather Mr.M. Miller ran the first ferry across the Wanganui River before coming to Lyttelton to start the firm at Corsair Bay in 1874. After the firm was established in Lyttelton it was moved to Dampier's Bay and then to its present site at the Dockhead in 1905.

Her father W.A. Miller took over in 1920 when his father died. He retired and sold the firm to Sinclair Melbourne Ltd in 1960.

Rema's father Alex owned and sailed the 45' Cutter Pastime which was built by his uncle in 1886 and is still being sailed in Lyttelton under her original gaff topsail rig. The boat is no longer owned by the family, Rema was never keen to own a keeler, and when her father gave Pastime to her shortly after her marriage to Ken (an impecunious carpenter who couldn't afford the price of a coat of anti-fouling at the time) she promptly gave it back.

Her introduction to sailing started about the age of four or five aboard Pastime and from about the age of ten her station on Pastime when sailing was standing on the leeward bilge in the cabin with her head out the cockpit hatch.

Alex Miller gave Rema a nine foot clinker dinghy when she was 12. This was actually a rowing dinghy with a center case fitted and gaff rigged, the mast being stepped through the forward thwart. (See illustration) In this boat she sailed with elder sister Joan and friends, to Diamond Harbour and around the upper reaches of Lyttelton. It was an open dinghy with no buoyancy which seems to indicate that her father had some confidence in her ability.

She graduated from this to a Z Class Takapuna appropriately named Flirt which she raced, not very seriously, at Canterbury Yacht & Motor Boat Club. In those days circa 1947 girl skippers had difficulty getting crews and not many girls sailed at all. Rema won the ladies race at Canterbury Yacht & Motor Boat Club in 1947-48 sailing an Idle-Along called Maro.

After marrying Ken Maynard in 1954 yachting took a back seat in deference to bringing up two children Peter and Elizabeth although another Zeddie was obtained and stored in the shed at J. Miller Ltd, from where Rema and Ken could go for a sail and leave the kids with their grandparents. This Takapuna was later taken to the holiday bach at Akaroa and Peter and Elizabeth learned to sail in it.

The next serious stage of yachting came when Peter and Elizabeth started sailing P Class about 1967. Rema became a P Class Mother (and Ken a P Class dad). Peter represented Christchurch Yacht Club in the Tauranga Cup contest in 1971 and was Canterbury's rep. for the Tanner Cup and Christchurch Yacht Club's for the Tauranga Cup in 1972.

In the winter of 1971 Ken built Rema and Elizabeth a Starling each which they sailed in 1972-72, these were found not very satisfactory.

When she bought a Zephyr No 151 Westerly there were two Zephyrs sailing at Christchurch Yacht Club - then the rot set in! Elizabeth sailed the Starling then a Moth till 1975 when she also became the proud owner of a Zephyr No 141 Ripple. Rema had by this time become so obsessed with the class that she bought a spare, No 181 Runaway, "Just in case anyone wants to try one". Robert Ebert then became a convert and bought No 152 Zonda which father Austin sailed more than he did.

By this time the self appointed sponsor of Zephyr Class yachts in Canterbury had phoned every owner she could locate in the province and tried to talk them into selling their boat to a Christchurch Yacht Club Member. This only worked in a few cases, for as everyone knows, you don't sell Zephyrs you buy them.

In the meantime Runaway was loaned to people who had listened to Rema expanding the virtues of Zephyr sailing, and decided they had better try the thing, if only to get some peace and quiet. In 1975 she wrote to Dave Thorp at Waiuku asking if there were any boats for sale in the North Island and enquiries were made by other friends living in Auckland. Nothing came of this, but contact had been made with the Z.O.A. in the North and a tenuous link was maintained until 1978 when Barbara White wrote to Rema with the express purpose of bringing the Zephyr Register up to date. They corresponded regularly from then on and between them found many of the Zephyrs which were missing.

In Canterbury, more boats became interested than boats were available. Maurice Hines wanted one for Sandra and for himself, Austin Ebert wanted one because Zonda belonged to son Robert, and a young fellow about 60'ish Bill Payne, decided he might like to sail a Zephyr. Rema had rung so many people so often that they stopped answering their 'phones or became fairly pointed about not selling Zephyrs. At this stage it was suggested they might build a mould.

Ken, who had been trying ever so hard to stay disinterested (he said: O.K.'s you know) was dragged into the planning of the mould. Six original Zephyrs were measured and from these a mould was constructed by Austin, Maurice & Bill, the main purpose being to keep the new boat exactly the same as the old. When their boats were finished other people wanted to use the mould. It was about this time that Rema became concerned. She thought it was all very well for these people to build boats under strict supervision for they were built exactly as Zephyrs with no modifications, and anyway these three were not greatly concerned at that time whether the boats would be registered or not. They simply wanted to sail a Zephyr at the Christchurch Yacht Club and they knew that their boats were as near as possible to the original.

Enquiries still came in to Rema who by this time was the acknowledged Canterbury Zephyr contact, so she decided that something must be done about forming a Canterbury Zephyr Owners Association. Her feeling was, that if the mould was just loaned or hired, control over building standards would be lost and this would be detrimental to the class. The mould was given to a boatbuilder who was to build hulls and Austin, Maurice and Bill were to supervise the different stages of building.

Some informal meetings had been held at Rema's instigation and one of the new hulls was sent to Auckland for the approval of the Z.O.A. This was granted and to date 17 hulls have been built or are in progress of construction. Numbering for these boats is from 301 on.

The first official meeting of the Canterbury Zephyr Owners Association was held in May 1980. Prior to this date all the work had been done by Rema of her own volition simply because of her interest in the class.

She is the current Secretary/Treasurer of Canterbury Zephyr Owners Association and is Secretary of Christchurch Yacht Club for the tenth consecutive year.

In the Estuary Pennants series which is open championship racing for all yachts in Canterbury, she has gained in Zephyrs one first, two seconds and three third placings. She has won the Zephyr Class Championships at Christchurch Yacht Club and was third in South Island Championships in 1980.

Her sailing is directed to regular racing at Christchurch Yacht Club and altogether her attitude is mainly towards enjoyment. Sandra Hines once said "Mrs Maynard doesn't sail in weather". However she can still give everyone a good contest, and is not easily beaten. One can always pick Rema's boat off the wind because of the cigarette smoke wafting from it. Her downwind technique differs considerably from serious skippers, but no-one can say she is not relaxed (unless her matches get wet)!

She does her own painting and varnishing maintenance and has been known to do husband and son's as well. Her household generally revolves around the sailing season and she was not adverse to having a P Class yacht in the lounge. During one entire winter the front door was not able to be used because of a yacht in the hall.

At the time of writing Ken's shed contains eight boats, two Lasers, (one Rema's, one is Ken's) two Zephyrs (one Rema's and one Elizabeth's) two O.K.'s (one Ken's, one Peter's) and one ten foot clinker dinghy and an eight foot clinker dinghy.

Granddaughter Sally age 3 has been sailing with father Peter in a Laser and Elizabeth's daughter Catherine age 2½ has been in dinghys and loves the water. Son-in-law Tony runs the Rescue boat at the Christchurch Yacht Club. 'So everyone is involved. Peter's wife Sandie sails with him when he will take her!

FLASHBACK 1945?



Rema at the helm age 12. The relaxed downwind technique early apparent. No smoke - matches must have got wet!

Son Peter represented New Zealand in the Second World Laser contest at Kiel in 1976, and in the World O.K. contest in Auckland in 1977.

Elizabeth doesn't sail at the moment because she is having children but her boat is stored in the shed and will be used next year we hope. It did in fact sail in the Nationals at Tamaki with Ken at the helm.

Rema has been about boats and sailing all her life, and it is still the only sport which really interests her, she is deeply involved in yachting and yachting administration. Not an aggressive sailor, more for enjoyment than achievement, but still disappointed if she doesn't do well. She will talk yachts and sailing all day if anyone will listen. She is devoted to her Zephyr and knows what she is talking about but if in doubt she doesn't talk. Living with a woman like that Ken never wins an argument.

Supplying the needs of three grand-daughters while occupied with her household duties and the 'phone rings, her comment is always the same. "If it is anything other than Zephyr business I'm not at home!"

* * * * *

The help and co-operation of Ken Maynard in the preparation of this article is acknowledged with thanks. We would never have dared to say some of those things about him without his approval. A sense of humour helps in any sport - Editor

MATCH RACING TO THORP

By John Vale

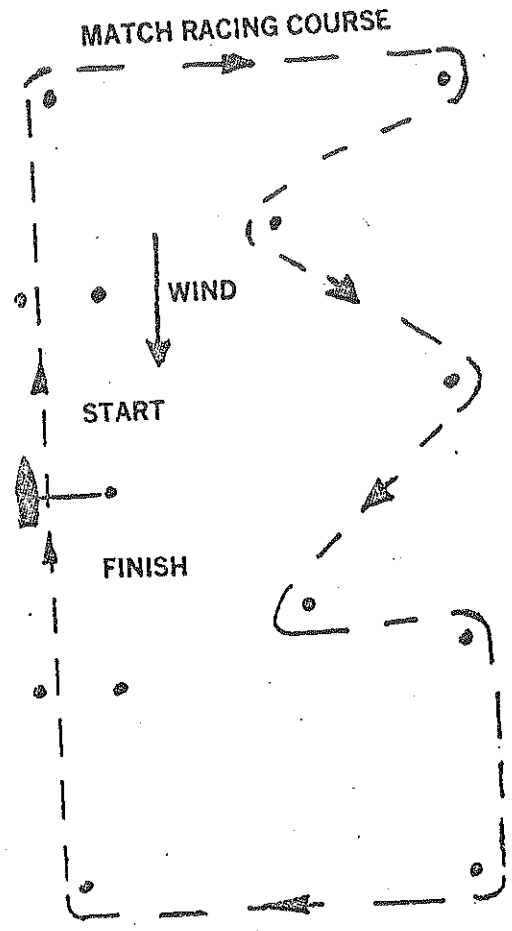
THE last event of a successful silver jubilee season was the one-day match racing series at Tamaki. Conditions were more suited to a family picnic day than serious sailing and while the format called for all boats to sail a three-race qualifying series in the morning, this was reduced to two races due to lack of wind. The top eight qualifiers went into match racing after lunch.

A slalom course about a mile long was laid close inshore to provide interest for the public. Each race took about 20 minutes. Top qualifier was Max Walker, Hamilton's Brett Martin was second and Brett White of Auckland third. Others to qualify were Clynton Leuty, Alan Walker, Dave Cook, Brian Smith and Dave Thorp.

The wind freshened slightly for the start of the match racing. The first round was a knockout to reduce the fleet to four and at this stage Martin, White, Leuty and A. Walker were eliminated. The remainder then sailed a round-robin series. Each skipper sailed his opponent's boat and this added a further dimension to the already absorbing contest, the skipper with the most wins taking the Dettol Cup and the series.

After two races Smith and Thorp were unbeaten and clashed in the last round to decide the outcome. The start was an area to employ the tactics and the two bottom qualifiers displayed their practical knowledge in trying to outwit each other. Smith seized an early advantage, caught Thorp on port tack and while the Waiuku skipper was completing a 720 penalty to exonerate himself from the infringement, Smith opened up a break. However, he squandered the advantage, nearly caught up again but on the beat to the finish, Thorp maintained his 16 sec advantage to take the title.

Below: The course, showing the start/finish line halfway along the windward leg. Total distance about 1 nm and the time required to cover it about 20 minutes



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Post you entry, together with your name and address to:- WEST WIND Acrossword N° 7, P.O. Box 9324, Hamilton by 1 September 1981.

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ACROSS

1. What is a silver dollar made of
2. Write your own name and address in block letters
3. Spell Cat
4. Spell Dog
5. What was the Prime Minister's name in 1951
6. There have been six Kings of England named George. Name one of the other five
7. Who invented Stevenson's Rocket.
8. Do you understand Newton's Law of Gravity? (Answer Yes or No)
9. Name the winning jockey of the Irish Greyhound Derby in 1980?
10. What time is the News at Ten
11. In the 1980 Irish Sheepdog Trials, how many were found guilty

Anyone found cheating will be awarded double marks for initiative!

SOLUTION TO CROSSWORD N° 6

Across 1. CCCCC 2. UUUUU 3. PPPPP 4. IIIIII 5. DDDDD
Down 1. CUPID 2. CUPID 3. CUPID 4. CUPID 5. CUPID

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