

LIQUIDATION

The Hawke swoops on top motor sport contractor

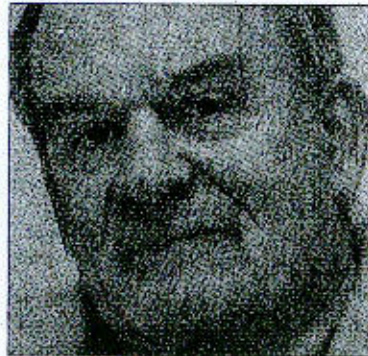
Former Equiticorp boss buys out Eventscape seating business

Bob Dey

Temporary seating specialist Eventscape has gone into liquidation with debts of about \$6 million but only after its biggest creditor, Allan Hawkins' Cynotech group, bought the business.

The pre-liquidation sale was done with the blessing of liquidator Bernie Montgomerie to secure Eventscape's biggest asset, the contract for the Hamilton 400 V8 Supercars street race.

Eventscape went into liquidation on November 19 after former



ALLAN HAWKINS: His companies bought Eventscape to keep its six-year contract

Equiticorp boss Mr Hawkins' private company, Cynotech Securities, and the listed company he heads, Cynotech Holdings, went into a 70:30 split to take over the business.

Eventscape provided about

23,000 temporary seats for the inaugural Hamilton V8 race in April. More importantly, the contract runs for the next six years but would have been cancelled if the company had gone into liquidation.

Mr Montgomerie said liquidation would have jeopardised the provision of seating for its next big event, the LA Galaxy football match against the Oceania All Stars at Mt Smart Stadium in Auckland on 6 December.

Mr Hawkins said Cynotech became involved last December, when Eventscape needed more funds to import 11,000 seats for the Supercars event.

After the Hamilton 400, Cynotech took over the \$750,000 of funding provided by the National Bank, doubling Cynotech's exposure.

"I've been funding them for operations since then. They ran out of steam when their ability to service any more debt was limited and there were other significant creditors. They didn't have funds for the manufacturers who supplied them from Shanghai & Singapore," Mr Hawkins said.

He was happy to step in because it was a good business. He hoped to retain Eventscape's two principals, Jason Paama and Mike Wyatt, in the business which Cynotech had formed.

Hamilton 400 event director Steve Vuleta said loss of the company would have been financially disastrous for future races because the main supply alternative was much more expensive.

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