

Dear Peter  
 If your epistle arrived today and received  
 a mark of 10 out of 10. Well done!

We have some good and some bad news for  
 you. First the good news - your coupe has taken to  
 the road again. The bad news is that Dawes Jones  
 has gone bust owing the landlord about a year's rent,  
 and owing me about \$1,000. There is a long list of  
 creditors and very little chance of recovering anything.  
 Doug Nantes rang to say that he had ~~heard~~ heard  
 that I was in difficulties. I went down the following  
 day and found that it was true. Tom Dawes explained  
 that he was starting up under another company name  
 in smaller premises, and although he wanted to finish off  
 the coupe it would have to be stored for a couple of months  
 or so. I arranged for this to happen, and asked him to  
 ring and confirm when it was being shifted. He rang  
 a day or two later to say that it was being shifted as he  
 was on the phone.

I found out a week later that it hadn't been shifted  
 and rang the owner of the factory who said that any  
 vehicles left at the factory over the following week-end would  
 be ~~put~~ put by fork lift into the street. I talked him  
 out of this, but as Dawes had let us down twice -  
 once with the money which he obviously used elsewhere,  
 and again with the shifting of the vehicle I felt he could  
 no longer be trusted. I have had difficulty in the  
 past in reconciling the charges made with the work  
 done, but I am no expert on restoration work.

As something had to be done quickly I arranged  
 for John Dalton to take the vehicle over. You may have  
 met him when he had an M.C. repair service at  
 Olinda. He also had his Ferrari & one or two other

cars at D+T, which he removed to a factory he occupied about 1 mile away (from D+T). He picked up one or two of Dawes employees, and dropped a lot more in cash than we did.

Your car is now with him, and work has resumed on it this week. He seems far more business-like than T.D. ever was. His factory is properly laid out & organised, and the work being done there is at least equal to D+T's. I would also think that the car will be completed a lot sooner than would have been the case with D+T., and that it will not be too long before you have the opportunity to drive the world's most expensive bithead. Against my better judgement but to get him to take the car and start on it I have advanced \$1,000 against the first work to be done. I don't really know, but I doubt if the total will exceed the original estimate by much.

I called (with Graeme) ~~with~~ to D+T's factory to try & catch up with the books, papers etc lent to them. Neither Tom or his partner in crime Adrian were there, but there were a few distraught owners trying to rescue their cars. There was also a tip-truck employed by the owner loading up any loose bits and pieces to go on the tip. One Daimler owner was on the back of the tip-truck looking for his tail-shaft (which he found had ~~by~~). There were still 3 or 4 cars in the factory which was not surprising as no-one bothered to notify us, and presumably their owners did not know.

Incidentally, I found out D+T's new address & arranged for the pick-up of the books & papers. This was done last Saturday by Graeme (as I was not quite 100%) and they have been taken to John Dalton.

A messy business all around. I am sorry that the problem arose and hope that we have taken the right actions. There was very little time to organise things and something had to be done in a hurry. It might well turn out for the best in the long run.

As I said, I have written off Dave's debt to experience, but it looks as if I may have to draw on your life savings for the work now going on. Is it O.K. to progressively withdraw money from Alliance to pay the bills - including the \$1,000 already spent?

At this point I would suggest that you borrow a clean handkerchief and dry your eyes before we get onto other news.

I mentioned that I was a little indisposed last Saturday. It was nothing to worry about. A molar and I parted company and in customary fashion my face blew up to approximately twice its usual lean size. O.K. now.

We leave for Canada on Sunday 27<sup>th</sup> June ex. Melbourne at 8 AM, ex. Sydney at 10.30 AM, and through the miracles of modern flight, arrive in Vancouver shortly before we leave Sydney on Sunday morning. We rough it that night at the Theatrical handmaiden (Hotel Vancouver) & change next day to the Executive House, Victoria for 2 nights, back to the S.I. hotel in Vancouver for the next 2 nights, then jump onto the train through the Rockies to Banff where we spend a further 2 nights at the Banff Springs Hotel. From there we go by road to Jasper (1 night) then fly on to Winnipeg (5<sup>th</sup> July). We stay with your middle sized brother and family from the Tuesday through to the Sunday 11<sup>th</sup>, then fly onto Toronto (3 nights) including Niagara, ~~by road~~ to <sup>Ottawa</sup> ~~Montreal~~ (2 nights) Montreal (3 nights) Quebec (2 nights) then fly back to Winnipeg on Wed. 21<sup>st</sup> July. We leave W'peg on Friday 23<sup>rd</sup> and fly to Vancouver to connect with our flight home. Due to arrive back here on Sunday 25<sup>th</sup> July.

Interested to read of your farming pursuits (In some circles it is called husbandry, but I guess that's

4.  
a word you don't use). It will be good to have someone who can help in harvesting the front and back lawns when you return to Melbourne.

Beaemie's latest flame is called Bronwyn. We very nearly had a Bronwyn in the family some time ago but she turned out to be a boy instead. We called him Sam, which seemed more appropriate under the circumstances. She seems quite bright and is about She will size, which does not look too incongruous with Beaemie's normal proportions.

As you will have gathered by now, you still have your Sydney Cit options. The price dropped a couple of days after they were sold, so I bought them back. All good business with a bit of a profit for the client.

The 'consulting' beats hoosing money as our firm and most others have been doing for most of this year. I have been averaging a bit better than \$1,000 per week for the two months April-May in a fairly quiet market. I don't know how long it will continue unless I buy a S.E. membership - not required for Melbourne consultants but required for consultants of Sydney firms. I have always taken the view that the cost of a seat is dead money and am still about taking action as long as possible because I will think they are sure to fall in value when a few more retirees are around after the end of June. I might do something then if they are cheap enough to make a profit on resale likely.

We had been putting off the trip until an when appointment was made in Melbourne. W.D. Scott who has been headhunting for some time, but the situation is still far from being resolved. In the end I got sick of waiting & booked. Sydney will have to sort that one out by sending someone down here whilst I am away, but that's their problem. Either way, I doubt if we will earn

much in July, but it is a good feeling to be able  
to just walk out & leave someone else with the  
problems. If I don't like what is done in my absence  
I can take my business & clients elsewhere or just retire.

As you will see from the date, your letter arrived  
in time for mum's birthday, and it was a wonderful  
present.

Love from us all,

Dad.