

terminal in Canberra next morning, we proceeded to Doug Lever's depot at Queanbeyan where the 'old ladies' were photographed in company with an even older 'dowager' — Doug's superbly finished White 798 underfloor-engined bus which still takes its place on the Canberra track run every day.

The 300 km run to Sydney, to arrive again at the Ansett terminal in Oxford Street, was made in five hours despite extremely heavy suburban traffic occasioned by a Statewide rail strike.



Of course, like all good tourists we had to include a slide of the Australian War Memorial building to prove we had been to Canberra in a coach!

Photographed with Doug Lever's incomparable 1948 underfloor-engined All-American White 798, now AEC diesel-powered, were (from left) the Clippers of Doug Feary and Gary Driver.



In effect, the journey was made in approximately the same elapsed time as the original Pioneer Express schedule of 1955 which is a credit to the tenacity of these fine old machines and the love and forbearance of their owners.

The four Flexibles which took part in this 'sentimental journey' were:

- Gary Driver's AF34 (Ansair's builder's number) which was originally owned by Cooks of Tasmania and has been restored as a coach. It is powered with a Detroit 4/71 engine.
- Bill Hardinge's AF84 built for Pioneer in 1956, now used as a mobile home and powered with a Detroit 6/53 engine.
- Des Feary's AF97 built for Pioneer in 1957. It was used for a while by the AC/DC pop group and is comfortably fitted out as a mobile home and broadcast control unit. Power comes

from a throaty Perkins V8-540 'donk'.

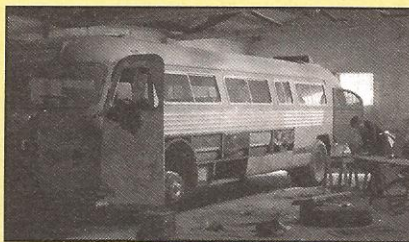
• Doug Charlton's AF107, built for Pioneer in 1957 but still carrying the colours of Tasmanian Coach lines which once operated 17 Flexibles. Bill's mobile home is powered with a Leyland 400 engine.

I could go on for many more columns about the Flexible Clippers and their return to the 'Glory Road', four months ago, but space has run out.

Suffice to say I have already sought participation in next year's re-enactment and would congratulate the members of the Flexible Clipper Club of Australia for the loving care they have bestowed on their vehicles and their desire that these coaches which were 20 years ahead of their time in Australia, should be returned to their former glory.

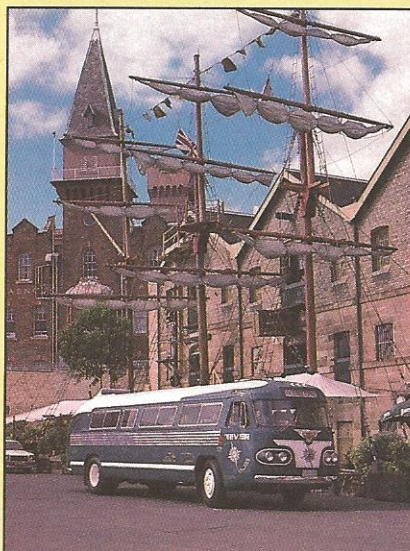
Thanks again, chaps, for having me on board!

Footnote: Restoration of the vehicles and the success of the re-enactment run would not have been possible without the co-operation and assistance of Ansett Transport Industries and the enthusiasm of many present and past ATI employees, including several ex-Flexible drivers. ■



It took Gary Driver and his crew over 12 months to effect virtual complete restoration of AF34.

The background of masts, spars, sails, bond store and tower proves that the Flexible Clipper entourage made it all the way to Sydney. Gary Driver's coach, briefly, was part of the atmosphere of Sydney's fascinating Rocks area.



From Truck & Bus, May 1960

Three leading interstate road transport companies have indicated that they will be using the Flexivan road-rail system by the start of 1961. They are Thomas National Transport, Ansett Road Express and the SA-based Motor Carriers. Some companies have been operating Flexivans on road line-haul awaiting the outcome of rate negotiations with the rail authorities in NSW, Victoria and SA. In transferring from road to rail, the Flexivan sheds its wheels and slides onto a specially fitted rail flatwagon. At the end of the rail haul, the unit is returned to normal road gear.

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The lifting of some import restrictions and liberalising of others has brought some interesting developments for the road transport industry. Guy Motors, which has no base quota, will be entering the truck and bus market with renewed vigour. Isuzu and Fuso trucks have already been seen in small numbers and the German-based Bussing company has its eyes on the Australian bus and truck scene.

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The WA Government is increasing its pressure on the Commonwealth Government to fund the sealing of the Eyre Highway between Norseman and Port Augusta. The SA Government is supporting the move and has announced that work will start on the 300-mile Port Augusta-Ceduna section. The two States are seeking money from the Federal Government on a 50-50 basis.

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Mr Des Kennedy has been appointed by the NSW Omnibus Proprietors Association to act as liaison officer between the NSWOPA and the Boy Scouts Association to handle transport arrangements for the 1960/61 jamboree to be held at Lansdowne. He will be assisted by Mr Dick Rowe and Mr Arthur Stone.

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A complete review of transport legislation in Victoria has been sought by the country division of the Victorian Road Transport Association. A motion submitted at the division's annual conference in Wangaratta said that it is now 27 years since the Transport Act was passed and in view of the tremendous development in the Commonwealth and Victoria, the State Government should appoint a select committee to inquire into all aspects of transport with a view to introducing an entirely revised statute commensurate with present and planned development within the State.