

David Rogers - Member since 1994



David was born in Hawera in 1943. The family moved to Leppeton in 1947 where he attended primary school and Waitara High school.

Dave started work in 1960, with Swansons Engineering Ltd, a heavy engineering company, hoping to start an apprenticeship.

The company had too many apprentices for the number of journeyman so he was unable to start. Fortunately in May 1960 he was offered a Fitting, Turning and Machining apprenticeship with McKechnie Bros Ltd, a Brass and Aluminium Extrusion Company.

In 1964 David completed his apprenticeship with Trade Certificate and moved to Ivon Watkins - Dow Ltd as a Maintenance Engineer.

In 1967 David joined the family business, Clark & Rogers Ltd, as a driver for Bulk Feed delivery for the fledgling Broiler Chicken Industry.

In 1982 he became Managing Director and ran the company until it was sold in 2004 to Eastern Equities Ltd and Actus Transport Ltd was created to operate the Tegel Foods Contracts.

In 2005 Actus Transport Ltd was sold to Hooker Pacific Ltd where David took up a position as consultant.

In 2022 Dave resigned as a consultant to retire but maintained his interest in the industry through IRTENZ and NRC

In 1984 David attended his first IRTENZ conference and became a member in 1994. He has been involved indirectly and as a Council member from 1994. David served as President of IRTENZ from 2013 until 2018

In 1987 David was elected to the executive of Western Central RTA and to CARTA executive in 1996. He was appointed Carta Chairman from 1999 – 2001.

It is with great pleasure we award David, life membership.

Kate Bucknell, Executive Secretary, 2019

During his time, David was involved with the development of Bulk Feed delivery equipment and other aspects of vehicle design.

Read on...

The late 1980s saw significant development of the Broiler Chicken industry - from processing 30,000 to 70,000 - 100,000 birds per day, so the demand for transporting of the birds from farm to factory required a change in the system.

In conjunction with Tegel Foods Ltd and Amtec Engineering Ltd (a local engineering company) David manufactured a modular pallet, designed to carry 18 plastic crates and moved with a forklift.



This required a special type of forklift to be able to operate in the sheds and on soft litter and be moved from farm to farm.

After a world search, we found Moffet Engineering in Ireland, who had developed a forklift that can carry and lift modules 2 high on a semi trailer, operate on soft ground in a low shed and piggy-back on the semitrailer to move it from farm to farm. This was successful and was operated for a number of years



In the early 1990's, with the change in legislation, it was no longer possible to operate a 4x2 Tractor unit in an A-Train combination. This combination suited the family transport business so a similar combination that complied with the new regulations was necessary.

With the help of Peter Mathers from Dometts, TERNZ, MoT and LTSA, they developed the S - Train - a combination using a 4x2 Tractor, 2 x 2 axle trailers, 19 metres, a payload of 24 tonnes and RUC 13tonne for the tractor and 2 x 13 tonne for the Trailers (this combination has recently been approved in Europe).



They introduced other designs -



Spread axle 40' semis to fit the current legislation - a 40' cheshi axle semi with equally spaced axles to overcome issues with self steer semis



Imported various makes of Aluminium Bulk Feed Bodies from USA as there were none manufactured in NZ



An English Chinese 6x2, a 6x2 Tractor unit that has the second axle steering and is part of the tandem Spread axle