

# Pipeline Wairarapa

TRANSPORTING fuel direct from Seaview in Wellington and over the Rimutaka Hill is a fairly recent venture for Hargreaves Transport Wairarapa.

Bill Hargreaves says his new tanker is engaged in deliveries to farms, service stations and various other bulk users.

"The truck itself carries 14,000 litres," says.

"It's a Hino 360hp and it handles the load well."

The truck is fitted with meters and does deliveries of metered fuel. A trailer can handle 20,000 litres so truck and trailer combined can carry 34,000 litres.

Bill says that under the new regulations they are now selling fuel from the tanker direct to the consumer.

"Being able to sell ex-transport, we are able to give a very good price for fuel – both diesel and petrol," he said.



According to Bill Hargreaves that works out about three to four cents under the normal service station price.

It's a complete diversification for the transport firm

and Bill says it was a natural progression with the deregulation of the oil industry.

The tanker makes two trips a day over the tortuous Rimutaka Hill road but Bill says as business increases he may have to put another driver on the run.

Storage capacity on site at Transport Wairarapa's depot

is 90,000 litres for premium, 30,000 litres for regular and 50,000 litres for diesel.

"We've been delivering fuel to farmers and commercial users for quite some time so we've now got four tankers," he added.

So with the help of Bill Hargreaves there's a pipeline direct to Wairarapa.

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## Tyre standard

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capacity reduced by 5% at 100 km/h.

Load adjustments above a 25% increase in load being carried require an increase in inflation pressure of the tyres.

Whether or not any of these allowances for "convenient overloads" or load reductions will have much effect on the ordinary truck operator is another question. Most vehicles would be capable of operating up to the speed their tyres are rated at.

MoT Automotive Engineer, Alan Fish, says its more likely specialised heavy vehicles would be covered by this part of the standard.

This is all open to public

comment of course and details above are still in draft form.

If you aren't using new tyres on your vehicle the assumption would be that compliance must be with the retread standard already in existence.

It's also interesting to note that, as promised, vehicle safety standard requirements are soon to flow over into the private motor vehicle arena.

This is planned to happen at the beginning of next year and will include a further relaxation in Warrant of Fitness inspections.

Up until they're six years old cars will only be checked once every 12 months.