



The Squeaky Wheel



Issue 10 - June 2013

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MOTAT Society CONTACTS

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Committee: Andre Pointon (Chair and Steam rep), Leyton Chan (Deputy Chair and Tram rep), Bill Rayner (Secretary / Treasurer), Henry Swan (Aviation rep), Lyndsay Whittle (Road transport rep), Pete Cairncross (Rail rep), John Wolf, Bob Jessopp, Ken Pointon, Nick Taylor (also on the MOTAT Board)

Welcome to Issue 10 of the Squeaky Wheel.

On the 17th of May the Society and MOTAT jointly played host to members of the Bomber Command Group to commemorate 70 years since Operation Chastise by showing two successive screenings of the Dambusters movie under the wings of the Avro Lancaster in the MOTAT Aviation Display Hall. Many thanks to our organisers Henry Swan and Bob Jessopp and to historical narrator Mr Jonathon Pote for the extremely successful event. Additionally we must thank the staff and management of MOTAT for assisting – this is something we all would like to do more often.

Once again the Society is involved in the annual MOTAT Board appointment process, with interviews being conducted in July for the two Society appointed Board positions. The Society always aims to

appoint people who are dedicated to making MOTAT a great museum, emphasising the value within its collections, and its volunteer culture. Applications for this year have now closed but I would like to encourage anybody who feels this is something they would like to be involved in to let us know.

Members of our committee have recently assisted the museum in reviewing its volunteer recruitment process. We welcome the proposed changes as we recognise there are shortages in every section within the museum.

Lastly, the Society has relocated within MOTAT itself and has set up a small office within the electrical display shop, opposite the Potter family cottage. If you see the lights on during these cold winter months please come in and say hello.

- Leyton Chan, Acting Chair

Dam Busters Movie Event Update

by Henry Swan

Congratulations to the MOTAT Society and MOTAT management for the showing of The Dam Busters movie in the Aviation Display Hall. Whilst sitting on a beach in hot sunshine it is hard now for me to relate to the realities of yesteryear but surely the MOTAT Society atmospheric showing of the Dambusters movie brought it home to us all in a most enthralling way.

The huge outline of the Lancaster on the right of the movie screen sat there in its silent enormity, ominously reminding us of the fact that the dams raid was a real event and not just another “Starwars” fantasy. The raid was an event, that of necessity by its completion over a twenty four hour period, was close to a suicide mission for the young participants. An event to change a nation’s morale and the direction of what had hitherto seemed an almost impossible task to defeat the vast Nazi war machine.

It was a privilege to have the presence of so many ground and aircrew of that period attend our showing and to have a speech from our guest of honour June Brandon speaking to us so lucidly about the morning after the raid and her first viewing of the “broken dam” which translated into the immortal “Dam Busters.”

Many attendees took the time to offer their personal thanks at the end. Special thanks must go to Bob Jessopp for arranging and running the screenings of

the movie, and my thanks also to our Jaffa source, Tessa, furthering the movie atmosphere back to the fifties.

So well done to MOTAT and the Society for a successful event... perhaps we could do another themed showing like this in the future?

Related Links:

- *The Rodney Times* ran an article “War Efforts Marked” (in their 23rd May 2013 issue) about the event, ‘Operation Chastise’ and June’s involvement. The article is available online at: <http://rodneymtimes.realviewdigital.com/?iid=77482#folio=1> where you can also click to watch a video of the end of Jonathon’s speech and June’s complete speech.
- *The UK’s daily mail* has an interesting article looking behind the scenes of *The Dam Busters* movie at: <http://www.dailymail.co.uk/news/article-2324297/Behind-scenes-The-Dam-Busters-How-crews-created-scale-models-targets-flew-real-Lancasters-make-classic-war-film.html>
- *The BBC* ran a series of programmes to mark the 70th Anniversary of the raids including this interview with NZ pilot Les Munro: <http://www.bbc.co.uk/programmes/p0193kx5>

Waitematā Good Citizens Awards

We would like to warmly congratulate Society members Leyton Chan, Toby Hutton, and Ross Goldsworthy who recently received Waitemata Local Board’s Good Citizens Awards for their amazing volunteer contributions at MOTAT.

For more information see the Auckland City Harbour news article ‘Volunteers’ work crucial’ available from <http://www.stuff.co.nz/auckland/local-news/auckland-city-harbour-news/8791506/Volunteers-work-crucial>

Other Society news:

by Tessa Phillips, Administrator

- **Administrator role:** In my role as administrator over the last 16 months I have thoroughly enjoyed my time helping the society with its revitalisation and am very excited for the Society’s future.

However unfortunately due to external commitments I will probably be stepping down from this role, although I still intend to keep my hand in where possible. Best wishes for the future.

- **AGM:** A reminder that the AGM will be held on the evening of Wed 25th September. The official AGM notice, with details of the speaker, a copy of last year’s minutes, call for committee nominations and so on will go out with the August Squeaky Wheel.

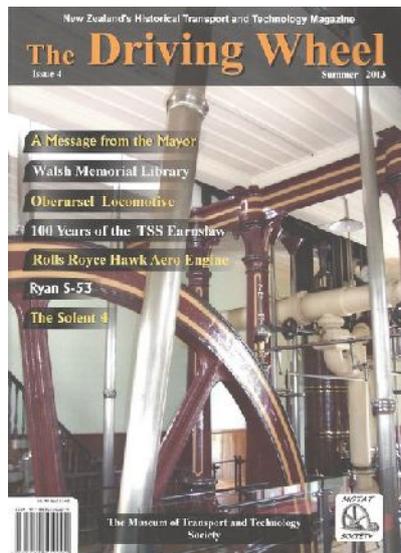
- **Member involvement:** Have a think about how you might like to be involved in helping the Society whether it be on the committee, helping on a

subcommittee, at events or with administration, or researching articles for the publications.

- **Events:** If you have any ideas for future society events or outings please contact our events subcommittee (Bob Jessopp and Bill Rayner)

- **MOTAT input:** The Society committee has recently been involved providing input to reviews going on at MOTAT including involvement in the general Strategic review at MOTAT, review of the volunteer recruitment process, and looking at the possibility of helping with networking for a series of “collection care” workshops. We would like to thank MOTAT for inviting input from the Society on these matters

- **Communications Protocol:** We welcome the new MOTAT communications protocol designed to clarify communications between MOTAT management, Society and Board. Contact us if you would like a copy.



Next DRIVING WHEEL magazine:

Issue 5 is looking likely to be delayed slightly and we hope to have it out in August 2013. We are currently working with Unitec lecturer and MOTAT print section volunteer David Coventon, to form a team of final year graphics students to help with the layout of the magazine as a final year project, with editorial direction and content from the Society. We hope this will be the start of a productive partnership with Unitec that should be mutually beneficial to all – thanks David.

We are actively seeking contributors or ideas for articles, photos, interesting stories or experiences for our publications: The Driving Wheel magazine & Squeaky Wheel newsletter. In addition we are seeking advertisers and relevant events to promote. **Last date for submissions for Issue 5 is Friday 12th July** by email or post (see page 1 contacts) – we'd love to hear your stories and research.

ANZAC Day Focus on MOTAT RNZAF Memorial

by Bill Rayner

Tucked in under Sir Keith Park's Hurricane on the plinth at MOTAT's Meola Road site is the memorial to the eight Kiwi RNZAF pilots from 14 and 16 Squadron lost following an attack on the Japanese forces at Rabaul, Papua New Guinea on January 15th, 1945 near the end of the Pacific war of World War II.

The memorial was erected in 2004 through the initiative of Brian Cox, a surviving 16 Squadron pilot of the action, and the NZ Fighter Pilots Association, a MOTAT Society affiliate at the time, supported by funding from an American Navy seaman, Marvin Birk who was serving at Green Island where the squadrons were based, and the MOTAT Society.

The little memorial has become a focus for the families of the pilots who lost their lives and several visit each ANZAC Day.

The incident was the RNZAF's major single loss of World War II, and arose from the attempt to rescue F/Lt. Frank O'Keefe who was shot down by Japanese anti-aircraft fire while attacking Rabaul, the major Japanese Army centre in the western Pacific. He crashed into Simpson Harbour, surviving the crash and was floating in the water. An attempt was made to rescue him with a Catalina flying boat, with Corsair fighters from 14 and 16 Squadrons flying from Green Is in the Solomons, protecting the rescue plane.

The rescue was unsuccessful, and Frank O'Keefe was ultimately captured and died in captivity.

On returning from Rabaul to Green Is. on January 15th, 1945, the supporting aircraft ran into a tropical storm, and low on fuel had no alternative to fly through dark skies, lashing rain, and lightning. Seven could not find their way back and were lost, three colliding in midair, and the rest crashing into the sea.

The pilots the memorial is dedicated to are F/L F.G.O'Keefe, F/L.B.S.Hay, F/O.A.N.Saward, F.Sgt.I.J.Munron, F/Sgt.J.S.McArthur, F/L. T.R.F.Johnson, F/O.G.Randall, and F/Sgt.R.W.Albrecht. We will remember them.



*NZRAF Memorial under Sir Keith Park's Hurricane, MOTAT 2
– Anzac Day 2013, photo courtesy of Bill Rayner*

MOTAT Village Section **- Under New Management**

Hello, my name is Frances Young. I've recently been appointed to take responsibility for the Village volunteer section. I have a bit of history with MOTAT, having been a volunteer during 2001-2003. Oriel Bickerton, the previous Village section head, served as a volunteer for 32 years*. She and her team made the Village a place of beauty and character, and I hope to do so again.

In consultation with the professional museum staff we are beginning some basic cleaning maintenance on the buildings, and in due course, following a conservation work plan, there will be more serious restoration work done. In the meantime the Village volunteers are concentrating on the gardens.

So far, we have three volunteers: Megan, who is an expert in Victorian gardens; Bruce, a keen gardener; and me. We may also have Terry, who is interested in returning as a volunteer, and my friend Trevor, who is an experienced handyman and gardener. We're planning to create authentic Victorian gardens for Willow Cottage and Potter Cottage, and to plant more natives around the perimeter.

We have also acquired Richard, a master blacksmith, to run the Forge. This will bring a bit of fire and life back to the Village. Come and meet him. It's amazing what he can do with metal. He is here Sundays and I think Wednesdays.



MOTAT Village entry 2007 – photo courtesy of MOTAT

I've been reading some background material on MOTAT going back to its beginning: the design proposals, the committees, the fundraisings, the working bees, the building up and the tearing down. What a story. What struck me the most was the fun people had working at MOTAT. Not just working on the creative projects. I'm talking 'Snibbo' – Friday night drinks after work in the Engineer's House, garden parties, amateur dramatics. Our little team isn't up to that but when we have properly settled in, I would like to invite fellow volunteers and staff to come and celebrate with us the resurrection of the Village section.

If anyone is interested in joining our Village volunteer team, or has historical information on Auckland social history and domestic technologies from 1840 to 1960s they'd like to pass on, we would be very grateful to receive it. In particular, information on the lives of the people who actually occupied our cottages we can use to tell stories. We can scan your documents and photographs. Contact: francey@kiwilink.co.nz

* If you would like to know more about Oriel, who sadly passed away in 2011, see the 'Oriel Bickerton' article on page 23 of the Driving Wheel, Issue 1 (Sep 2011) – available online in the magazine archive at www.motatsociety.org.nz



MOTAT's Willow Cottage 2006 – photo courtesy of MOTAT

New press successfully moved in to MOTAT Print Shop!

By Dr Bruce Grenville on Wednesday 12th June 2013

I am happy to report that the new Heidelberg A2-size press was moved in to the Motat Print Shop today.

Fortunately the weather remained fine, although rain was always threatening. The large truck bringing it parked out on the road, and a gas-powered forklift truck negotiated the MOTAT tram lines to carefully bring the 2-tonne press in.

During the days previous to its arrival, the team had moved a lot of the cabinets and shelving off to the sides of the press hall, to allow lots of navigation space for the forklift to drive in. These photos show the final stages of the manoeuvre.

The Glockner press was moved out several days prior, and the new press occupies its place. Being able to print A2 size, we hope to begin printing a MOTAT newspaper soon.

But sadly, a quick examination shows that the press is without its all-important rubber rollers (5) and their mounting blocks. But we have a possible source for some!

And four nice chases came with it, so we should be well set up for large letterpress jobs for all eternity now.



Photos courtesy of Bruce Grenville



Rugby in the 1880's – Not For Wimps

- by Bill Rayner

Not quite a MOTAT story but as many of our older volunteers will be finding their old Rugby injuries catching up with them, and Steve Hansen is worrying about the injury list for the All Blacks tests against France, they will be thankful they were not playing rep Rugby a hundred years or so ago.

In researching material for the North Shore Rugby Club 140th Jubilee, Society Secretary Bill Rayner, whose Wynyard family ancestors played both for North Shore and were in the 1888 New Zealand Native Football Team, the first NZ team to tour the United Kingdom, came across the following in the chronicle covering the tour (Ryan 1993).

“Nineteenth century rugby was physically very demanding, if not extremely dangerous. The emphasis of the game was still on hard forward play: long and intensive scrummaging and rucking with nine or ten forwards. Much use was made of

the “dribbling rush” where the ball was carried down field under the feet of a tight forward pack. Open back play and controlled passing were relatively new and only starting to be refined. Indeed, one observer during the 1880's described backs as 'those players who stand at the back of the real action – handy at times in their own manner, but not really of the essence of the game.'

The consequences of hard forward play were reflected in a Wakefield Express of Yorkshire rugby for the seasons 1890-91 to 1892-93. It reported no fewer than seventy-one deaths, besides 208 broken bones and 158 other serious injuries. There seems little reason to expect different figures for the late 1880's. Not surprisingly, the injury toll of the Native team mounted quickly.”

That was just for one county, Yorkshire, and the Zambucks and “magic water” hadn't yet been invented.

Reference: Ryan, Grey (1993). Forerunners of the All Blacks: The 1888-89 New Zealand Native Football Team in Britain, Australia and New Zealand. Canterbury University Press

New additions to the MOTAT Steam Collection

by Ken Pointon, photos courtesy of Andre Pointon

Recently MOTAT has acquired a 1900 5 nhp Fowler Traction Engine and a 1906 Marshall Portable steam engine of 12 nhp. Also included in the package is a new built portable sawmill to be demonstrated when belted up to the portable engine and a support, four wheel road trailer to add to the traction engine when on long road runs. The four units were purchased from a private machinery museum at Takaka, Golden Bay, in the Tasman district of the South Island.

The traction engine had been completely rebuilt over a five year period and is in new condition while the Marshall portable is in very good condition. The owner of the museum sadly passed away in 2011. A lot of his collection was shifted to another museum in the Nelson area, with the traction and portable engines being sold off.

The equipment was trucked to Auckland in time for MOTAT's Grand Steam Fair held



MOTAT board member and steam section volunteer Nick Taylor mans the new Fowler Traction Engine at the Steam Fair

on Sunday 26th of May along with two other visiting traction engines based in the Waiuku area. A veteran Stanley steam car of early 1900's was in attendance running around the museum's site with the traction engines, the portable engine, the Pumphouse Beam Engine and boiler room machinery, steam boats, models and other steam machinery all in action or on display.

The weather cleared for the day of the Steam Fair, with more than 2700 visitors attending.



Line up of Steam engines at the MOTAT Steam Fair 26th May 2013.

From left – the two visiting Waiuku tractions engines (which were riding along the forecourt area), the MOTAT Marshall portable steam engine and on the right the MOTAT Fowler traction engine.

Mrs Scarborough Bequest

A little news from MOTAT CEO Michael Frawley:

“Mrs Scarborough recently passed away at the age of 92 but she left the MOTAT museum over \$122k in her will. Warwick Nichol spoke to a close friend of Mrs Scarborough and it appears that she was interested in art and children’s education, so the museum is going to use the funds to redevelop the Challenge Zone and it is going to add a plaque in recognition of her kind donation.”

Warbirds and Wheels:

by Leyton Chan, Acting Chair

As a benefit to all our affiliates, beginning with this issue we will endeavour to provide a short introduction about each group, and where possible provide our members with either a brochure or small information package with each Squeaky Wheel. For this issue, the MOTAT Society would like to welcome a new affiliate - the 'Warbirds & Wheels' visitor attraction of Wanaka.



Opened in December 2012, the attraction is housed in the Warbirds Over Wanaka Community Trust hangar at Wanaka Airport and

is run by Classic Consortium Ltd.

The trust came up with the idea for the attraction to ensure there was a year-round presence for Warbirds Over Wanaka following the demise of the NZ Fighter Pilot's Museum.

The attraction is home to five Warbirds – a Skyhawk, Strikemaster, Vampire and replicas of a Hawker Hurricane and an SE5-A. It also features the story of local aviation and business pioneer Sir Tim Wallis. Sir Tim was responsible for the very first Warbirds Over Wanaka International Airshow back in 1988 and also pioneered New Zealand's live deer recovery industry.

To satisfy the automotive enthusiasts, there is a world-class collection of classic cars including the only Duesenberg Model J in the



1934 Duesenberg owned by Wanaka businessman Robert Duncan, which will be permanently on display at Warbirds & Wheels for the rest of 2013

– Photo from Warbirds & Wheels

Southern Hemisphere. This particular vehicle was formerly owned by actress Carole Lombard who bought it new in 1934. Following an extensive restoration it features prominently alongside pristine examples of other grand American marques such as Packard, Cadillac and Lincoln. All the vehicles in the collection are run regularly and consequently those on display are changed frequently. There is also an art gallery which houses a collection of original art by some of New Zealand's leading artists plus a retro-themed café.

Warbirds & Wheels is open 9am to 5pm (November to April) and 9am to 4pm (May to October). It is located in the large hangar on your right immediately inside the main entrance to Wanaka Airport on SH6. Definitely well worth a visit to see the world's finest motorcar, or to ask the man who owns one.

For the latest information see their website: www.warbirdsandwheels.com

OTHER AFFILIATE NEWS

In addition to Warbirds & Wheels as above we would also like to formally welcome our other new affiliates this month:

- **Auckland Fire Brigade Historical Society (www.afbhs.co.nz)**
- **Warbirds over Wanaka (www.warbirdsoverwanaka.com)**

We have several other groups planning to come on board shortly. It would be great to be able to share a little about the work being done by the many groups working to conserve our technical heritage. For our existing affiliates, we would love to get some information to include in this newsletter or the Driving Wheel magazine, and if you have a brochure please consider sending through a bundle for us to distribute either with the newsletter or from the office, just get in touch.

If your group would be interested in affiliating with the MOTAT Society please contact admin@MOTATSociety.org.nz for further information.

MOTAT Society outing to Mainline Steam Depot - 23 Cheshire Street, Parnell

Thurs 25th July, 6:30 pm. \$5 per person

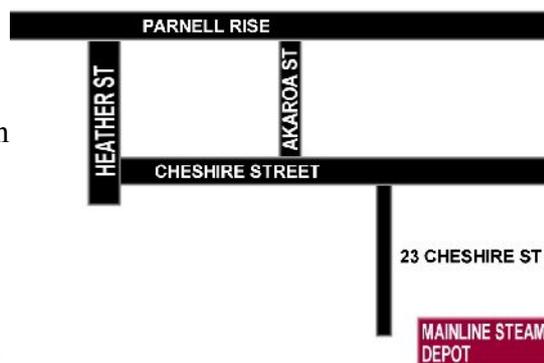
The Mainline Steam Heritage Trust is an organisation devoted to the restoration and operation of historic mainline steam locomotives. Regular day excursions and multi-day tours are operated, by Mainline Steam, over rail lines throughout New Zealand. These excursions provide travellers with the unique opportunity to relive the days when steam was king while experiencing the magnificent New Zealand countryside. Excursions are operated by the Auckland, Wellington and Christchurch branches.

For more information see their website at

www.mainlinesteam.co.nz

Usually their Parnell workshops are only open during weekdays, however volunteers help out on Thursday evenings and at the end of July we have booked to have an evening tour of the depot. Their standard charge of \$5 per person applies.

We plan to meet from about 6:30pm, with the tour of the depot from 7pm. They are situated at 23 Cheshire St, Parnell, with parking available on the gravel next to the depot. We will put any further information on our website.



MOTAT Society Office

by Tessa Phillips

As noted in the last newsletter, MOTAT has kindly allowed the MOTAT Society the use of one of the 1920s shops at the Great North Road site. It will be great to have the use of this publically accessible space. We will be using the interior of the shop "Turnbull and Jones Ltd" (the lighting/Electrical shop) as a base office for the Society.

At present we are leaving the existing Electrical display in place until we have a new display ready to replace it. We are hoping to set up a display outlining the history of MOTAT with photos and information from the early days of the Society and MOTAT.

At present we have set up a desk to one side with sample magazines and membership information available, and we hope to add a display stand for affiliate brochures soon. The Society files and office equipment etc are securely stored out of public view in the shop's storage areas. The office will be used for admin purposes as well as for public promotion of the conservation of NZ's technical heritage in general through MOTAT, the MOTAT Society and other groups.

If you have any interesting information about the MOTAT society or the formation or



*MOTAT's Turnbull and Jones Ltd shop,
the Society's new base from June 2013.
- Photo by Tessa Phillips*

development of the museum, nice photos of MOTAT or affiliate groups, or related artefacts we could put on display please contact us.