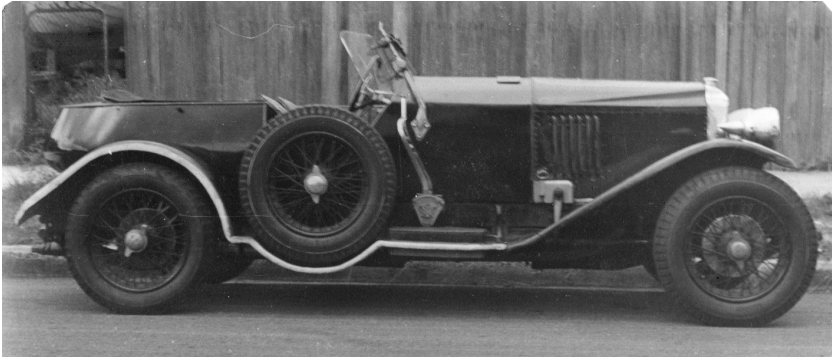


In the early post war years two of the best known cars in the Club were Geoff Collins's famous Wensum bodied 30-98, known as the Boyd Edkins Presentation Vauxhall, and the almost matching car of Harold Tattersall. It is Tattersall's car featured here. Bob Pritchett's albums contain a fine collection of photos of this car and some of the best are set out below.



The captions to most of Bob's photos refer to this as OE226 however reference to the magnificent book 'Vauxhall 30-98, The Finest of Sporting Cars' by Nick Portway clearly shows this to be chassis OE227 and engine OE226. It left the factory on 22.5.25. as a standard Velox bodied car and probably it came straight to Australia. The first owners are not know to me, but in the early 1930's Jack Saywell, later to have a successful racing career, acquired the car. From Nick Portway's above book: "Having been completely



rebuilt after an accident it was fitted with a well made replica Wensum body copied from the presentation car. In March 1934 he covered a flying half mile in 22 seconds in the course of the NSW Light Car Club's Avon Dam Trial winning the prize for best amateur. It was followed with a number of other successes."



Richard Walton has contributed the following info about subsequent owners. The car passed from Saywell to Campbell Jaquet who had a big property near Rowena in NSW (See FtA 27) and then onto Tattersall. These photos are taken in about 1946. The car passed to Ted Ansell then Jack Howarth and was still to be seen in the Sydney area in the mid 1950's. It then



moved to Adelaide to be in the ownership of Ben Tillett, then McMahon before being auctioned in Sydney in 2002. The car is currently owned by Victorian Peter enthusiasts and

is actively used in club events The wonderful dinner plate sized instruments I am told were prepared by the late George Roberts. The car was black and with its white running board edges must have looked very striking.

