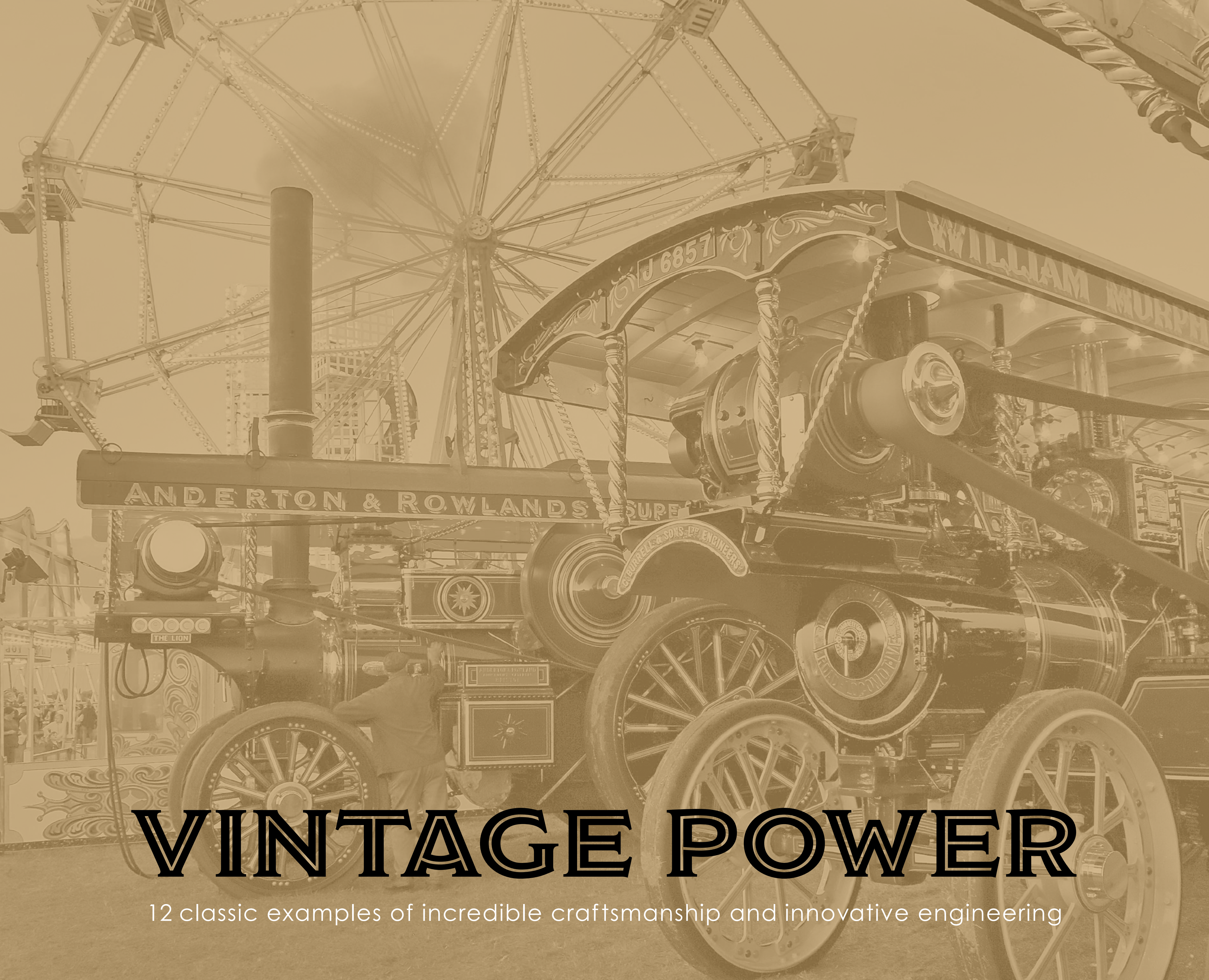


# VINTAGE POWER



2025





# VINTAGE POWER

12 classic examples of incredible craftsmanship and innovative engineering





Photo © AirTeamImages.com

# JANUARY 2025

S	M	T	W	T	F	S	WK
			1	2	3	4	1
5	6	7	8	9	10	11	2
12	13	14	15	16	17	18	3
19	20	21	22	23	24	25	4
26	27	28	29	30	31		5

1st: Bank Holiday (UK)  
2nd: Bank Holiday (Scotland)

ALLAN &  
BERTRAM

## DECEMBER 2024

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	49
8	9	10	11	12	13	14	50
15	16	17	18	19	20	21	51
22	23	24	25	26	27	28	52
29	30	31					1

## FEBRUARY 2025

S	M	T	W	T	F	S	WK
						1	5
2	3	4	5	6	7	8	6
9	10	11	12	13	14	15	7
16	17	18	19	20	21	22	8
23	24	25	26	27	28		9

### AVRO 683 LANCASTER B7

An Avro Lancaster bomber sits on the airfield behind a row of classic cars at RAF East Kirkby, England, now home to the Lincolnshire Aviation Heritage Centre. This Avro Lancaster NX611, known as 'Just Jane', is one of only three remaining working Lancasters worldwide; currently in taxiing condition, work is underway to restore her to airworthiness. Perhaps the most iconic heavy bomber of the Second World War, the four-engined aircraft was designed and built by AV Roe & Company for the RAF, entering service in 1942. 7,377 were built during the war years and more than half of them were lost in the conflict. Primarily a night bomber, it was also used for daylight and precision bombing raids, its long bomb bay allowing it to carry the largest bombs used by the RAF. The Avro Lancaster was famously adapted for use by 617 Squadron to carry the innovative Barnes Wallis-designed 'Bouncing Bombs' for Operation Chastise, the daring attack on the dams of the Ruhr Valley in Germany, as well as the 22,000 lbs (9,979 kg) Grand Slam Earthquake bombs - also designed by Wallis - the largest carried by any aircraft during the war.





Photo © David Kimber

# FEBRUARY 2025

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BERTRAM

S	M	T	W	T	F	S	WK
						1	5
2	3	4	5	6	7	8	6
9	10	11	12	13	14	15	7
16	17	18	19	20	21	22	8
23	24	25	26	27	28		9

JANUARY 2025							
S	M	T	W	T	F	S	WK
			1	2	3	4	1
5	6	7	8	9	10	11	2
12	13	14	15	16	17	18	3
19	20	21	22	23	24	25	4
26	27	28	29	30	31		5
MARCH 2025							
S	M	T	W	T	F	S	WK
30	31					1	9
2	3	4	5	6	7	8	10
9	10	11	12	13	14	15	11
16	17	18	19	20	21	22	12
23	24	25	26	27	28	29	13

## 1963 AUSTIN MINI COOPER S

A rally-ready 1963 Mini Cooper S appears poised and raring to speed off across the gravel. Originally designed by Alex Issigonis as a 'people's car', the Mini stunned the motoring world when it arrived on the scene in 1959; no one had ever seen a car quite like it. Motorsport legend John Cooper saw the racing potential of the Mini and his development of a more powerful engine, new brakes and adjustments to the steering led to the creation of the first Mini Cooper in 1961, with a 997 cc engine. The Mini Cooper S ('S' for sport) was released in 1963, with a 1071 cc engine, and stormed to historic victories in the 1964, 1965 and 1967 Monte Carlo Rally, its small size, superior handling and manoeuvrability giving it the edge over larger and more powerful cars. Its popularity soared among motorsport fans and the driving public alike through the 1960s and 1970s, but with the demise of Rover Group, the last 'classic' Mini Cooper Sport was built in the UK in October 2000. BMW launched the new 'retro-styled' Mini Cooper S in 2001, although it shares no technology or parts with the original.





Photo © Peter Zabek

# MARCH 2025

S	M	T	W	T	F	S	WK
30	31					1	9
2	3	4	5	6	7	8	10
9	10	11	12	13	14	15	11
16	17	18	19	20	21	22	12
23	24	25	26	27	28	29	13

17th: Bank Holiday (N. Ireland)

ALLAN & BERTRAM

## FEBRUARY 2025

S	M	T	W	T	F	S	WK
						1	5
2	3	4	5	6	7	8	6
9	10	11	12	13	14	15	7
16	17	18	19	20	21	22	8
23	24	25	26	27	28		9

## APRIL 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	14
6	7	8	9	10	11	12	15
13	14	15	16	17	18	19	16
20	21	22	23	24	25	26	17
27	28	29	30				18

## SHOWMANS ROAD LOCOMOTIVE, 1914 BURRELL 3610, WILLIAM V, AND 1932 FOWLER B6, THE LION

The classic paintwork and polished metal of two steam engines from the first half of the 20th century are colourful additions to any fun fair. Built in 1914 by Charles Burrell & Sons in Thetford, Norfolk, the vehicle registered J6857 is 3610 William V, one of eleven Scenic engines built with an auxiliary dynamo platform with an 8 Nhp compound steam engine. Originally delivered to William Murphy to power his Scenic Motor ride, she saw nearly 40 years' service in showland before falling into dereliction in the 1950s. In 1963 she starred, painted battleship grey, in the film 'The Iron Maiden'. The first of only four 'super lion' showmans locomotives to be built, 'The Lion' Fowler Class B6 boasted 10 hp, three speeds, and twisted brass pillars, knobs and steering spindles. After being delivered to showground operators Anderton & Rowland in Exeter in 1932 she was in full fairground service until retiring in 1946. In the 1990s, The Lion's owner (only her third) treated her to a full restoration, taking more than two years to return her to the condition in which she would have left Fowlers. She was sold to her fourth owner in 2020.





Photo © Peter Zabek

# APRIL 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	14
6	7	8	9	10	11	12	15
13	14	15	16	17	18	19	16
20	21	22	23	24	25	26	17
27	28	29	30				18

18th: Bank Holiday (UK)  
21st: Bank Holiday (UK not Scotland)

ALLAN &  
BERTRAM

## MARCH 2025

S	M	T	W	T	F	S	WK
30	31					1	9
2	3	4	5	6	7	8	10
9	10	11	12	13	14	15	11
16	17	18	19	20	21	22	12
23	24	25	26	27	28	29	13

## MAY 2025

S	M	T	W	T	F	S	WK
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

## 1903 LCC TRAM 106 AND 1920 K-TYPE AEC MOTOR BUS

London County Council (LCC) Tramways No.106 was built in 1903, right at the beginning of tram operations in the city. Such was the excitement at this innovative development in public transport that an elaborate banquet for more than 2,300 people marked the launch of the service in May of that year, attended by the Prince and Princess of Wales (the future King George V and Queen Mary). The four-wheeled open-topped design by Dick-Kerr underwent some transformation and by 1906 the LCC 106 had its original staircase replaced to improve the driver's rearward view and had been fitted with a fully enclosed top cover. This tram underwent nine years of restorative work at Crich Tramway Village, home to the National Tramway Museum, completed in 2023. Replacing B-type motorbuses due to the K-type's ability to carry 12 more passengers, this London General Omnibus open top vehicle, fleet number K424, was in service from 1920 to 1932. A common sight on London's roads, more than 1,000 were produced between 1919 and 1921 but this individual is one of only two remaining in working condition.





Photo © Peter Zabek

# MAY 2025

S	M	T	W	T	F	S	WK
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

5th: Bank Holiday (UK)  
26th: Bank Holiday (UK)

ALLAN &  
BERTRAM

## APRIL 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	14
6	7	8	9	10	11	12	15
13	14	15	16	17	18	19	16
20	21	22	23	24	25	26	17
27	28	29	30				18

## JUNE 2025

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	23
8	9	10	11	12	13	14	24
15	16	17	18	19	20	21	25
22	23	24	25	26	27	28	26
29	30						27

## PS WAVERLEY

The PS Waverley is pictured steaming around the famous Needles sea stacks off the west coast of the Isle of Wight. Launched in October 1946, she is now the last seagoing passenger-carrying paddle steamer in the world. Built in Glasgow and fitted out in Greenock by Rankin and Blackmore, she entered service in June 1947, joining the LNER paddle steamer fleet to work the Firth of Clyde route. After 27 years' sailing between Craigendoran and Arrochar on Loch Long, she was withdrawn from service by her owners, Caledonian MacBrayne, due to becoming too costly to operate. She was bought by the Paddle Steamer Preservation Society for just one pound, and fundraising allowed her to be restored to her former glory. Following extensive refits, and a substantial rebuild between 2000 and 2003 to meet modern safety standards and add technological advancements, the PS Waverley regained her original 1947 livery. Ever popular for passenger journeys and short cruises, her 2023 season took in more than 60 ports and piers around the UK, from Glasgow, Oban and the Inner Hebrides to the Bristol Channel, Plymouth, the Isle of Wight and London.





Photo © Mike Lewis

## JUNE 2025

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	23
8	9	10	11	12	13	14	24
15	16	17	18	19	20	21	25
22	23	24	25	26	27	28	26
29	30						27

ALLAN &  
BERTRAM

### MAY 2025

S	M	T	W	T	F	S	WK
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

### JULY 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

### 1949 AJS MODEL 18S ISDT SPECIAL

In 1949, four national teams of motorcyclists and 175 fellow competitors brought the International Six Days Trial (ISDT) to the town of Llandrindod Wells in mid Wales. Riding this 497cc AJS Model 18S registered HOY 197 and listed in the official programme as entry number 157, was S.E. 'Buster' Cunningham, a former factory tester at the AJS works in Wolverhampton. Cunningham had a distinguished pre-war record in long-distance trials. The bike is pictured here outside the Llanerch Inn, where its rider stayed, and is a rare original survivor of that 1949 event. It carries a full set of scrutineer's paint marks, along with the number 157 scratched onto crucial components to prevent substitution. Holes drilled into the cylinder head and barrel fins show where they would have been sealed together for the duration of the event. The competition-modified bike's throttle housing is inverted for improved cable adjuster access and all four fuel tank mountings are lock-wired for security. 'Buster' Cunningham earned his expert's gold medal, one of 50+ awarded at the conclusion of the ISDT.





Photo © David C Tomlinson/Getty Images

# JULY 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

14th: Bank Holiday (N. Ireland)

ALLAN &  
BERTRAM

## JUNE 2025

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	23
8	9	10	11	12	13	14	24
15	16	17	18	19	20	21	25
22	23	24	25	26	27	28	26
29	30						27

## AUGUST 2025

S	M	T	W	T	F	S	WK
31					1	2	31
3	4	5	6	7	8	9	32
10	11	12	13	14	15	16	33
17	18	19	20	21	22	23	34
24	25	26	27	28	29	30	35

## LNER CLASS A3 60103 FLYING SCOTSMAN

The iconic Flying Scotsman powers along a stretch of the Bluebell Railway in West Sussex. Often described as the world's most famous steam locomotive, this 4-6-2 Pacific began life as part of Nigel Gresley's A1 class at Doncaster Works in 1923 before going into service for the newly created London and North Eastern Railway (LNER) on the long distance East Coast Main Line, gaining its name from the London to Edinburgh Flying Scotsman train service. In November 1934 she became the first steam locomotive in the UK to officially reach 100 mph and after the Second World War she was rebuilt as an A3 Pacific. After more than two million miles of service, the Flying Scotsman retired in 1963, going into preservation and touring the world under several private owners before being acquired by the National Railway Museum. Following a £4.2m effort to restore this steam legend to her former glory, the Flying Scotsman returned to service with an inaugural run from London to the National Railway Museum in York in 2016; she is the oldest working mainline locomotive on Britain's tracks.





Photo © AirTeamImages.com

# AUGUST 2025

S	M	T	W	T	F	S	WK
31					1	2	31
3	4	5	6	7	8	9	32
10	11	12	13	14	15	16	33
17	18	19	20	21	22	23	34
24	25	26	27	28	29	30	35

4th: Bank Holiday (Scotland)  
25th: Bank Holiday (UK not Scotland)

ALLAN &  
BERTRAM

## JULY 2025

S	M	T	W	T	F	S	WK
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

## SEPTEMBER 2025

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	36
7	8	9	10	11	12	13	37
14	15	16	17	18	19	20	38
21	22	23	24	25	26	27	39
28	29	30					40

### BEAGLE E3 AUSTER AOP 11

Originally constructed as an AOP 9 by Auster Aircraft Ltd, this singular AOP 11 Beagle E3 was produced in 1961, with a 260 hp Continental six-cylinder engine that raised the maximum speed from 127 mph in the standard AOP 9 to 142 mph. A year later it was registered to Beagle Aircraft, the company that had taken over Auster in 1960. The AOP 9 was the last in the AOP (air observation post) series designed by Auster, a versatile, braced high-wing single-engined monoplane which first flew in 1954 and was issued to RAF units in 1955, followed by a second order in 1959. Designed for three people, the pilot and passenger sit side-by-side in the front, with the observer behind. The aircraft undertook thousands of sorties with the RAF No.656 Squadron in Malaya and with the Army Air Corps (formed in 1957) No.653 Squadron in Yemen, staying in service until 1966.





Photo © Roger Ashford/Alamy Stock Photo

# SEPTEMBER 2025

ALLAN &  
BERTRAM

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	36
7	8	9	10	11	12	13	37
14	15	16	17	18	19	20	38
21	22	23	24	25	26	27	39
28	29	30					40

## AUGUST 2025

S	M	T	W	T	F	S	WK
31					1	2	31
3	4	5	6	7	8	9	32
10	11	12	13	14	15	16	33
17	18	19	20	21	22	23	34
24	25	26	27	28	29	30	35

## OCTOBER 2025

S	M	T	W	T	F	S	WK
			1	2	3	4	40
5	6	7	8	9	10	11	41
12	13	14	15	16	17	18	42
19	20	21	22	23	24	25	43
26	27	28	29	30	31		44

## THAMES SAILING BARGE CENTAUR

The distinctive burgundy sails of the SB Centaur catch the eye among the modern yachts and craft of Harwich Harbour. Built in Harwich in 1895, such flat-bottomed sailing barges were once a common sight on the River Thames, and she transported cargoes such as grain, food and coal until 1955. During the First World War she took cargo to the French Channel ports and in the Second World War suffered damage while assisting with the evacuation of Dunkirk. Designed to be a seaworthy vessel that could be handled by just two people, SB Centaur was large compared to average sailing barges, measuring 26.1 metres long with a beam of 5.96 metres and a draft of just 1.9 metres. After her last cargo trip, she spent 10 years as a timber lighter, transporting timber, before being re-rigged as a charter barge in 1966. The Thames Sailing Barge Trust bought and restored her between 1974 and 1993, replacing most frames and planks. A grant in 2013 allowed further restoration work, enabling her to be traditionally rigged with 240 m2 of sail, and to be chartered in the summer months.





Photo © David Kimber

# OCTOBER 2025

S	M	T	W	T	F	S	WK
			1	2	3	4	40
5	6	7	8	9	10	11	41
12	13	14	15	16	17	18	42
19	20	21	22	23	24	25	43
26	27	28	29	30	31		44

ALLAN &  
BERTRAM

## SEPTEMBER 2025

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	36
7	8	9	10	11	12	13	37
14	15	16	17	18	19	20	38
21	22	23	24	25	26	27	39
28	29	30					40

## NOVEMBER 2025

S	M	T	W	T	F	S	WK
30						1	44
2	3	4	5	6	7	8	45
9	10	11	12	13	14	15	46
16	17	18	19	20	21	22	47
23	24	25	26	27	28	29	48

## 1955 HUMBER SUPER SNIPE MK IV B

The white-walled tyres and rear-wheel drive of a Humber Super Snipe effortlessly steer this classic British car around the twists and turns of a country road. Introduced in October 1938, the Super Snipe combined the generous curves and chassis of the Humber Snipe with the performance of the four-litre inline six-cylinder engine from the larger Humber Pullman. The car continued production through the war years, becoming a British military staff car, and in the post-war period was favoured by businessmen and officials for its superior quality, interiors and hydraulic brakes. Despite weighing 1.8 tonnes, the Mark IV variants, produced between 1952 and 1958, had a top speed of 91 mph with a four-speed gearbox. Not long after the Mark IV was announced, racing drivers Stirling Moss and Leslie Johnson drove a new Super Snipe from Oslo to Lisbon, traversing 15 countries in just under three days and 18 hours, demonstrating the car's high-speed reliability.





Photo © David Kimber

# NOVEMBER 2025

S	M	T	W	T	F	S	WK
30						1	44
2	3	4	5	6	7	8	45
9	10	11	12	13	14	15	46
16	17	18	19	20	21	22	47
23	24	25	26	27	28	29	48

ALLAN &  
BERTRAM

## OCTOBER 2025

S	M	T	W	T	F	S	WK
			1	2	3	4	40
5	6	7	8	9	10	11	41
12	13	14	15	16	17	18	42
19	20	21	22	23	24	25	43
26	27	28	29	30	31		44

## DECEMBER 2025

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	49
7	8	9	10	11	12	13	50
14	15	16	17	18	19	20	51
21	22	23	24	25	26	27	52
28	29	30	31				1

### 1915 PEERLESS TC4 OPEN BACK LORRY

During the First World War, British manufacturers struggled to keep up with the government's demand for motor vehicles and lorries for war service. An agreement was struck between American engineering firm Peerless, of Cleveland, Ohio and between 1915 and 1918 12,000 Peerless truck chassis were imported to England and made 'ready for service' by Gaston, Williams & Wigmore in London. After the war, many of the American vehicles still in Europe were sent to the government repair depot in Slough and sold on to a group of investors. The Peerless Trading Company was established and this four-ton truck, originally built in Cleveland in 1915 and sent to Europe in 1916, was rebuilt in 1921. After 35 years' service for British Road Services, it was auctioned off and subsequently bought from a scrapyard for restoration, from its 6.76-litre bi-block T-head engine to its cast iron rear wheels and four-speed plus reverse gearbox and side chains. Its apple-green livery replicates a Peerless that was used in the 1920s by W.G.Mersh of Albion Street, Rotherhithe.





Photo © Peter Zabek

# DECEMBER 2025

ALLAN &  
BERTRAM

S	M	T	W	T	F	S	WK
	1	2	3	4	5	6	49
7	8	9	10	11	12	13	50
14	15	16	17	18	19	20	51
21	22	23	24	25	26	27	52
28	29	30	31				1

1st: Bank Holiday (Scotland)  
25th: Bank Holiday (UK)  
26th: Bank Holiday (UK)

## NOVEMBER 2025

S	M	T	W	T	F	S	WK
30						1	44
2	3	4	5	6	7	8	45
9	10	11	12	13	14	15	46
16	17	18	19	20	21	22	47
23	24	25	26	27	28	29	48

## JANUARY 2026

S	M	T	W	T	F	S	WK
				1	2	3	1
4	5	6	7	8	9	10	2
11	12	13	14	15	16	17	3
18	19	20	21	22	23	24	4
25	26	27	28	29	30	31	5

### 1957 LEYLAND ROUTEMASTER PROTOTYPE RML3

Snow settles on the roof of a vintage red London bus as it carries passengers through the winter weather. Built as one of just four prototype Routemasters between 1954 and 1958, this 64-seat RML3 entered service across the bus routes of central London in January 1958. Following a collision in 1959 the vehicle's return to service was short lived, becoming a training vehicle just 18 months later and then re-classified 'RM3' in 1961 to allow 'RML' to be used for the new, longer Routemaster design. After more than a decade of disuse, albeit with an overhaul and some repairs, it was purchased by Cobham Bus Museum in 1974, becoming the first privately preserved Routemaster. In 2003-04 the Museum was able to painstakingly recreate the vehicle's original front design using photographs of the bus when new and from the 1959 incident.