

VINTAGE POWER



T W E N T Y T W E N T Y S I X

VINTAGE POWER

12 classic examples of incredible craftsmanship and innovative engineering

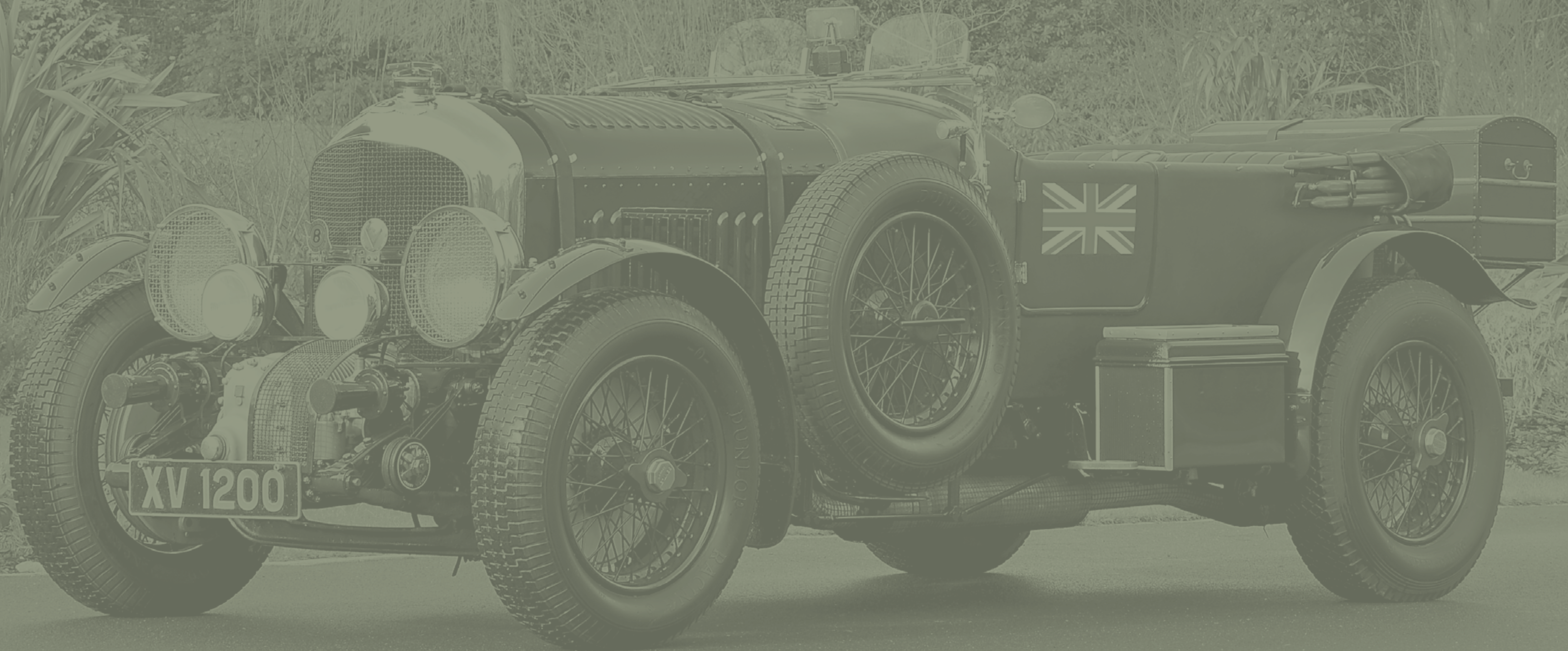




Photo © Alan Weaver

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

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

ALLAN &
BERTRAM

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

FEBRUARY 2026

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

LNER A4 CLASS 60009 UNION OF SOUTH AFRICA

Steam locomotive 60009 Union of South Africa steams through the British countryside on its very last run, before a cracked boiler tube forces it into early retirement, in 2021. Built in Doncaster in 1937, the locomotive entered service in Edinburgh as 4488, named Osprey, then renamed Union of South Africa. Transferred to Aberdeen Ferryhill in 1962 to run the Glasgow express service, the locomotive worked the final booked, steam-hauled train from London Kings Cross in 1964. Before being withdrawn from service in June 1966, the 60009 achieved the fastest non-stop run from London to Edinburgh and gained the highest mileage of any A4 class locomotive. Between 1966 and 1994, the locomotive ran on various heritage and private railways before being overhauled in 1989. In 2015 the locomotive hauled a train carrying H.M. Queen Elizabeth II and Prince Philip, Duke of Edinburgh, to officially re-open the Borders Railway between Edinburgh Waverley and Tweedbank. In December 2019, the locomotive was involved in an incident at Bury's Bolton Street station: as it uncoupled from the 'Santa Special', the corridor connection with the lead carriage had not been detached, resulting in the locomotive ripping off the corridor section as it moved. The 60009 is now housed at the John Cameron Museum in Fife, Scotland.



Photo © David Kimber

FEBRUARY 2026

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

ALLAN & BERTRAM

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

MARCH 2026

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

1964 MORRIS MINOR VAN

A US, left-hand drive example of a 1964 Morris Minor van in Jaguar livery. The Morris Minor family saloon was launched in 1948 and was developed across its lifetime to suit various market requirements, including a convertible (the Tourer), an estate (the Traveller), a panel van and pick-up models. Morris Minor vans first went on sale in 1953, the rear bodies of the van being all steel. The vans had a separate chassis and differing specifications to the car versions, including telescopic rear dampers and stiffer rear leaf springs for dealing with heavier loads. Initially marketed as the Morris Quarter Ton Van this changed to the Morris 6cwt Van following the introduction of the 1098cc engine in 1962. In Britain, the vans were popular with the Post Office (GPO) who bought more than 52,000 vehicles for their fleet, whose front wings were made of rubber to cope with the demands of their busy working environments until 1955, when conventional steel wings started to be introduced on GPO vans. Manufacture of the saloon stopped in 1970, the Traveller in 1971 and the final commercial variants in 1972. Just over 326,600 Minor vans were produced over their 19 years of production.

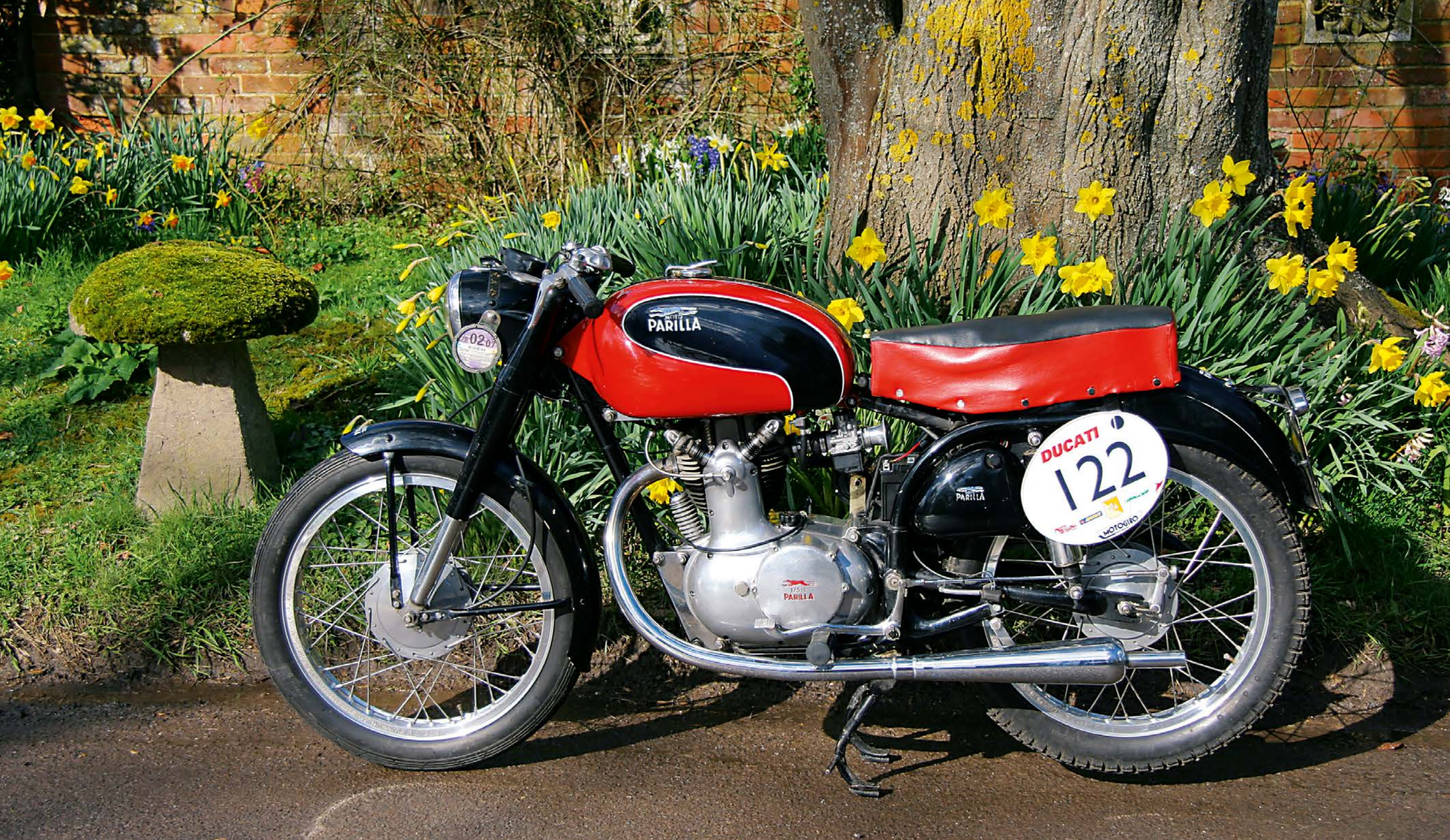


Photo © Mike Lewis

MARCH 2026

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

17th: Bank Holiday (N. Ireland)

ALLAN & BERTRAM

FEBRUARY 2026

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

APRIL 2026

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

1956 MOTO PARILLA LUSSO VELOCE

A 1956 Moto Parilla Lusso Veloce ('Luxury Speed') motorcycle, fresh from competing in a re-enactment of the Motogiro d'Italia, complete with competition number plate. Diesel pump repair man Giovanni Parrilla's passion for racing led him to boast during 1946 that he could build a better racer than any of the Italian motorcycle factories, such as the established might of Benelli and Moto Guzzi. Legend has it that he bought and disassembled a Manx-specification Norton in order to study its components as part of this engineering quest. Giovanni's faith in his ability was rewarded within months. Racing success for his innovative prototype generated customer demand and soon the new Parilla (brand name with one 'r') factory in Milan was producing bikes for sale. The high-cam 175cc Lusso Veloce, first introduced in 1953, was marketed as a tourer, but was in essence a competizione racer with minimal road concessions. A Moto Parilla win in the 1957 Motogiro d'Italia event boosted roadster sales and heralded a golden era of competition success in Italy and the USA. Moto Parilla eventually produced more than 150 motorcycle models during 18 years of existence.



Photo © AirTeamImages.com

APRIL 2026

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

3rd: Bank Holiday (UK)

6th: Bank Holiday (UK not Scotland)

ALLAN & BERTRAM

MARCH 2026

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

MAY 2026

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

AVRO 698 VULCAN B2 ROYAL AIR FORCE XL426

One of the last Avro Vulcan aircraft to be in taxi condition is prepared for display at London Southend Airport. Originally operated as Britain's independent nuclear deterrent during the Cold War period, the Avro Vulcan was also flown as a conventional bomber during the Falklands conflict. Eighty-eight Vulcan B2s were built and the XL426 entered service with 83 Squadron at RAF Scampton in September 1962. The Vulcan B2 could reach speeds of 627 mph, generated by four Rolls-Royce Olympus 593 series engines with a cruising speed of 567 mph. Their ceiling altitude was 55,000 ft, with a maximum range of 2,607 nautical miles. In September 1963, 83 Squadron Group Captain John Stessor flew XL426 from Goose Bay, Canada to RAF Scampton in just four hours and five minutes, an unofficial record (pre-Concorde) for crossing the North Atlantic. From January 1971 XL426 was allocated to 617 Squadron, until 1981 when she was the last Vulcan to undergo a major service at RAF St Athan. She flew with the last Vulcan squadron, 50 Squadron, until being withdrawn from service in 1984 and remained airworthy until 1986, taking part in a number of air displays before her last flight took her to her new owners at Southend Airport, the Vulcan Restoration Trust.



Photo © David Kimber

MAY 2026

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

4th: Bank Holiday (UK)
25th: Bank Holiday (UK)

ALLAN & BERTRAM

APRIL 2026

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

JUNE 2026

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

SUNBEAM ALPINE MKIII

Two Sunbeam Alpines MKIII sit alongside each other in all their glory. Both cars were part of the successful Alpine Rally teams of 1953 and 1954; the vehicle registered MKV 21 was the car driven to victory by racing legend Stirling Moss alongside teammate John Cutts in the 1954 Monte Carlo Rally. The Alpine was launched by the Rootes Group (owners of the Sunbeam name and Clément-Talbot) as a two-door sports car in 1953, their bodies manufactured by Mulliners of Birmingham but most were destined for export to the US. The MKIII featured detachable sidescreens and a fully retractable hood that could be stowed behind the seats. Cooling for the 2267cc engine had a special selective system to provide maximum cooling for the hottest parts of the engine, maintaining an even running temperature. The Alpine's four-speed gearbox included a finger-tip lever on the steering column. The original colour schemes (Alpine Mist, Coronation Red, Sapphire Blue, and Ivory) featured wheels finished to match the body colour, except for Ivory-bodied cars which had bright red wheels. Just 300 MKIII cars were built, with production ceasing in 1955.



Photo © Peter Zabek

JUNE 2026

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

MAY 2026

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

JULY 2026

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

ALLAN & BERTRAM

RAF HIGH SPEED LAUNCH 102

Nearly 90 years after her launch, HSL 102 is still capable of navigating the seas around Britain, pictured here off the coast of the Isle of Wight. The only surviving vessel of the 100 class in the UK, she was designed by Hubert Scott-Paine as a rescue launch, powered by three Napier Sea Lion petrol engines. HSL 102 entered service in 1937 and was involved in air sea rescue and the Dunkirk evacuation in 1940. She came into her own during the Battle of Britain, rescuing 38 aircrew from the North Sea in two months in 1941 while based at Blyth, Northumberland. This earned her a personal inspection visit by King George VI. In 1943 she transferred to the RAF for target towing before decommissioning in 1946. Following extensive restoration work in Fawley between 1993 and 1996, including the installation of three six-cylinder 420 bhp Cummins diesels, she was relaunched by Queen Elizabeth the Queen Mother. After nine years based at Lymington, Hampshire, she was acquired by the Portsmouth Naval Base Property Trust in 2009. As part of the National Historic Fleet, she was selected for the honour of participating in Queen Elizabeth II's Diamond Jubilee Pageant on the River Thames in 2012.



Photo © Peter Zabek

JULY 2026

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

13th: Bank Holiday (N. Ireland)

ALLAN & BERTRAM

JUNE 2026

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

AUGUST 2026

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

B-TYPE LONDON BUS

A restored B2737, in original livery, stands outside the London Transport Museum in Covent Garden, London. Originally built at the AEC Works in Walthamstow in 1914, this double-deck open-top bus was based at Mortlake garage in south west London, carrying up to 34 passengers at once and serving route 9 between Barnes and Liverpool Street. The driver and top-deck passengers were exposed to the elements; this combined with solid rubber tyres and a top speed of 16 mph were not conducive to a comfortable ride. Within months the start of the Great War resulted in more than 1,000 B-type buses being commandeered for military service, used to transport troops, serve as ambulances and even as mobile pigeon lofts for the vital messages carried to and from the front lines. B2737 is one of only four survivors of its class and its restoration was completed in 2014. In September that year, the vehicle was transformed again, becoming a 'Battle Bus' as part of the First World War commemorations. Advertisements and signage were removed, the windows boarded up and bodywork repainted wartime khaki. It then undertook a tour of the battlefields of Northern France and Belgium before returning to the Museum.



Photo © Alan Weaver

AUGUST 2026

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

3rd: Bank Holiday (Scotland)

31st: Bank Holiday (UK not Scotland)

ALLAN & BERTRAM

JULY 2026

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

SEPTEMBER 2026

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

LNER THOMPSON CLASS B1 61306 MAYFLOWER

The Mayflower, resplendent in LNER apple green livery, prepares for departure at Lincoln station. Built in 1948 at the North British Locomotive Company to a LNER design by Edward Thompson, the steam locomotive was completed in April and delivered to the newly nationalised British Railways. Based in Hull for most of her working life, the locomotive was one of the last three B1s to be withdrawn from service with the closure of the Low Moor depot, Bradford, in September 1967. After being purchased for preservation in 1968 at Steamtown Carnforth, 61306 was named Mayflower, adopting the name of the scrapped BR-built Thompson B1 61379. After 11 years at the Great Central Railway in Leicestershire, the locomotive underwent a 10-year overhaul from 1989 before moving to the Nene Valley Railway. 61306 eventually returned to steam service, first in 2013 at Steamtown Carnforth then running the Cathedrals Express in 2014 on the North Norfolk Railway. A cracked axlebox and extensive boiler rebuild delayed its return to the main line until February 2019, piloting 35018 British India Line between Carnforth and Carlisle. A boiler failure prevented further excursions and in 2022 the Crewe-based Locomotive Service Group acquired the locomotive.



Photo © Julian Gazzard

SEPTEMBER 2026

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

ALLAN & BERTRAM

AUGUST 2026

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

OCTOBER 2026

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

HMS WARRIOR

Sun sets behind the preserved ship HMS Warrior at Portsmouth Historic Dockyard. Launched in 1860, HMS Warrior was one of the most technologically advanced vessels of her time, a feat of Victorian engineering and the world's first armour-plated, iron-hulled warship. She was commissioned after Queen Victoria queried the Royal Navy's wartime capabilities following France's launch of the world's first iron-clad ship, Gloire, in 1859, which was superior to any Royal Navy vessel and sparked unease in Britain. Designed by Chief Constructor of the Navy, Isaac Watts, and Chief Engineer, Thomas Lloyd, HMS Warrior was larger, faster and more heavily armoured than any other vessel of the era. She has a clipper bow – clippers being the fastest sailing ships in the world at the time – but at 128 metres is twice as long as a typical clipper. Her success as a deterrent signalled a new era of iron-clad warships and caused the Royal Navy to stop construction of wooden ships. Eventually outclassed by the mastless HMS Devastation, HMS Warrior was decommissioned in 1883 and, following eight years of restoration in the 1970s and 80s, has been a museum ship since 1987.



Photo © John Dibbs

OCTOBER 2026

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

ALLAN & BERTRAM

SEPTEMBER 2026

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

NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

HAWKER FURY MK II

A restored Hawker Fury soars above the clouds, repainted to represent the prototype Hawker Sea Fury, The SR661, for which she is named, made its first flight in 1945, the first Hawker Sea Fury to be semi-navalised in development, with a short arrestor hook and non-folding wings. The Hawker Fury was a monoplane designed and built by Hawker Aircraft as a lighter alternative to the Tempest fighter, that was also suitable as a naval interceptor; the first prototypes were built in 1943 and in April 1944 the RAF ordered 200 fighters and a further 200 'navalised' versions for the Fleet Air Arm. However, due to the end of the Second World War, the entire RAF order was cancelled. The development of the Hawker Sea Fury continued and the aircraft was fully navalised, complete with folding wings, taking flight in October 1945. Originally built for the Iraqi Air Force as 315, this particular aircraft was recovered in 1979 and returned to the UK in 1991. After wearing Dutch, Australian and Canadian markings, and spending time in Australia, she returned to the UK again in 2016 for further care and restoration, appearing at airshows ever since.



Photo © Peter Zabeck

NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

30th: Bank Holiday (Scotland)

ALLAN & BERTRAM

OCTOBER 2026

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

DECEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	40
6	7	8	9	10	11	12	50
13	14	15	16	17	18	19	51
20	21	22	23	24	25	26	52
27	28	29	30	31			53

VINTAGE AEC ROUTEMASTER RM1962 AND RTL LEYLAND TITAN BUSES

Three vintage London double-decker buses wait to depart on a rainy night in the capital. On the left is the AEC Routemaster RM1962, a privately preserved Park Royal-bodied Routemaster which entered service in 1964. The RM 'standard form' 64-seater buses with a rear open platform were built between 1958 and 1965; various models of Routemaster remained in continuous service in London until 2005. Parked next to the Routemaster is RTL 139, a Leyland Titan PD2 7RT which entered service in 1949 and was based at the Riverside garage. After 18 years of sterling service, this bus was withdrawn in 1967 and sold to Louwman & Parqui of Leidschendam who exported the vehicle for display at the HET National Automobielmuseum in The Netherlands. When the Museum closed in 1996, the bus was bought and donated to the London Bus Museum in Cobham, where it remains. At the front of the queue is London Transport vehicle fleet number RTL 554, a Leyland Titan PD2 6RT from 1949. These front-engine mounted designs were built mainly for the UK market, but were successfully exported to Ireland, Spain, South Africa and India among other regions. Remarkably, every Titan was manufactured with right-hand drive, regardless of its destination.



Photo © David Kimber

DECEMBER 2026

S	M	T	W	T	F	S	WK
		1	2	3	4	5	49
6	7	8	9	10	11	12	50
13	14	15	16	17	18	19	51
20	21	22	23	24	25	26	52
27	28	29	30	31			53

25th: Bank Holiday (UK)

28th: Bank Holiday (UK)

ALLAN & BERTRAM

NOVEMBER 2026

S	M	T	W	T	F	S	WK
1	2	3	4	5	6	7	45
8	9	10	11	12	13	14	46
15	16	17	18	19	20	21	47
22	23	24	25	26	27	28	48
29	30						49

JANUARY 2027

S	M	T	W	T	F	S	WK
31					1	2	53
3	4	5	6	7	8	9	1
10	11	12	13	14	15	16	2
17	18	19	20	21	22	23	3
24	25	26	27	28	29	30	4

1928 4½ LITRE BENTLEY SUPERCHARGED TOURER

Known as the 'Blower' Bentley, this 1928 Supercharged Tourer has been restored to its early 20th-century glory. The supercharger versions of the original 4½ litre model were developed by Sir Henry 'Tim' Birkin to see off racing rivals after the original's victory at the 1928 Le Mans 24-hour race; Bentleys won Le Mans five times between 1924 and 1930. This car, XV 1200, started life as the 81st of 667 normally aspirated 4½ litre models made at W O Bentley's Cricklewood factory, complete with an owner-commissioned Weymann-type saloon body, constructed by Harrison & Son in north London. After changing ownership several times, the car appears to have fallen into disrepair in the 1950s until only a chassis, front and rear axles, and a number of parts were sold in 1982. After changing hands a few more times, Dennis Keen acquired the car affectionately known as 'Bertie' and set about a three-year, 9,000 hour restoration. The supercharger, clearly visible at the base of the radiator, was upgraded to the Amherst Villiers supercharger specification with an engine extensively rebuilt to full 'Blower' specification. By 1990 the car was fully restored and then toured the world extensively with its owner before being sold in 2012.