

1954 SWALLOW DORETTI 2-LITRE SPORTS TWO-SEATER

Reg. No. 610 CRF

Chassis No. 1088

Engine, four-cylinder, overhead-valve, monobloc, bore 83 mm., stroke 92 mm., capacity 1,991 c.c.: coil ignition: four-speed synchromesh gearbox with overdrive, central change: hypoid final drive: footbrake hydraulic on four wheel, handbrake on rear wheels: suspension independent coil front, semi-elliptic rear: wheelbase 2.36 m.: tyre size 165-15: price new in England, £1,158.

Swallow Coachbuilding was formed by William Lyons to make sidecars and sporting bodies for light cars, though this part of his empire was sold off by Jaguar in 1945. The firm moved to Walsall where they made sidecars, scooters, and this sports two-seater using the mechanical elements of the Triumph TR2 in their own tubular frame. Though it offered more creature comfort and almost as much performance as the Triumph, it had barely a year's run, during which period between 100 and 200 cars were made. This is a standard two-seater with hood, side curtains, tonneau cover, recessed headlamps, integral projecting boot and single-bar bumpers to front and rear. The standard spoked wheels are fitted, but extras include the optional triple overdrive, a luggage rack on the boot lid, an ignition cutout and a burglar alarm. The hood is now of rear-view type, and side curtains are of perspex. Paintwork is in metallic sand beige with black upholstery piped in white, and beige carpeting.

This was the original press car tested by *Motor Sport*, *Autosport*, and *Autocar*. In the last-mentioned journal's hands it attained a mean maximum of 156.51 km/h (97.25 mph), an 0-80 km/h



(0-50 mph) acceleration time of 9.4 seconds, and an overall fuel consumption of 10.4 lit/100 (28 mpg). It has been in its present hands since 1968, and has covered some 50,000 km (30,000 miles) most economically, driven by the owner and his brother. It has been laid up for the past eight years, but during the whole period it has been stored and maintained to a high standard. Mechanical condition is described as excellent, though the battery does not charge very well. The chassis has been painted and rust-proofed, while wiring, paintwork, hood, interior trim and brightwork are described as excellent. The grille has just been repaired and rechromed. Only the dashboard's imitation-leather covering is slightly below the overall standard of this rare vehicle's condition.