


CLASSIC DRIVER

1954 Swallow Doretti

- Lot sold
USD 42 385 - 52 981
GBP 40 000 - 50 000 (listed)
Year of manufacture 1954
- **Chassis number** 1138
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 317
-
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
-

Description

1954 Swallow Doretti Sports
Registration no. VPF 228
Chassis no. 1138

First registered on 2nd September 1954 in Surrey, this Swallow Doretti has continuous history from then until the 1970s, during which time it resided in England, Scotland, and the Channel Islands. The buff continuation logbook covering the period 1964 to 1971 is on file. 'VPF 228' appears to have been put into storage for at least 20 years before its bodywork received some restorative attention in the 2000s.

The current owner, a former Standard-Triumph employee and retired engineer, acquired the car in 2016 with the intention of finishing the restoration. The bodywork, trim, upholstery, and major mechanical items were all refurbished with the aim of creating a good useable car.

It was found that the original TR2 engine had been replaced with that from a TR4A, which while functioning was not correct. After much searching, a correct TR2 crankcase, cylinder head, and crankshaft were obtained and all necessary machining carried out to create an 'as new' engine. At the same time the opportunity was taken to include a number of performance-enhancing upgrades; namely 86mm pistons/liners (for a capacity of 2,138cc); a 'fast road' camshaft; hardened valve seats; and a very rare 'Le Mans' inlet manifold enabling SU 1¾" H6 carburettors to be fitted to the 'low port' cylinder head. The transmission, including the desirable Laycock overdrive, has likewise undergone a complete overhaul.

Ancillaries replaced include the fuel pump, hydraulic master cylinder, and high-torque starter motor, while the petrol tank has been removed, cleaned, and repainted. A partial rewire was completed and an efficient indicator and sidelight arrangement incorporated. The wire wheels have been re-spoked, with those at the rear rebuilt to achieve an increase in track width while maintaining a correct appearance. A new bespoke hood has been made, and the car comes complete with side screens and a tonneau cover. Interior trim is to a good standard, the seats have been replaced with items the vendor believes to be from a Ferrari 250 which are both elegant and comfortable.

Initial running has been completed and the first service carried out, with the cylinder head re-torqued and oils changed. Offered with sundry bills, a V5C Registration Certificate, and the aforementioned logbook, this rare and collectible British sports car is ready to enjoy.

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