

● Neatness is one of the main characteristics of the Swallow Doretti; and from the front this point can be fully appreciated. The bonnet line has been kept low, and the "blister" is to make room for the valve cover breather. Engine accessibility is good and the bonnet is hinged at the front. The parking lights also contain the latest type flasher indicators.

NEW DORETTI HITS 100!

Built by a firm well known for both car and motor-cycle sidecar bodies, the new high performance Swallow Doretti will hit 90 m.p.h. in under 35 seconds and achieve a top speed of over 100 m.p.h.

Following the latest trend in sports car design, the Doretti features a full-width aerodynamic body.

Many of the mechanical components, such as the engine, transmission and front suspension, are similar to that used in the popular Triumph TR2. The Doretti has, however, a new tubular steel chassis frame on which is mounted a completely different body shape with full-width styling.

At the rear the suspension has been supplemented by torque rods which do a great deal towards eliminating roll during fast cornering.

By JOHN TROWELL

During a short spin in this new sports car the writer was impressed with the handling qualities; a slight understeering tendency is retained even when pressed close to the limit on fast bends.

Weight distribution is even, with 52 per cent. on the front wheels. This has been obtained by mounting the engine well back in the chassis. The centre of gravity has been kept right down and with the hood in position the Doretti is still only four feet three inches high.

The overall finish and appointments are not as stark as some of the other high performance sports cars, and the manufacturers can be complimented on both the exterior and interior finish.

The doors swing wide and no gymnastic feats are required to slip in behind the wheel. Once in position in the driver's seat, and motoring, one has the feeling of being

in complete control and able to deal with any set of circumstances associated with the handling of a spirited mount.

A short, stubby gear lever, no more than seven inches in length, is located just ahead of the division between the twin bucket seats, and the steering wheel is raked almost vertical in a position over a driver's lap.

Tall people should find no faults with the head room, for 38 inches is the measurement from the seat cushion to the roof. When it is remembered that there is 21 inches from the front edge of the 18-inch seat cushion to the pendant type pedals in addition to a further six inches from the pedal pads to the bulkhead, you can appreciate how ample is the room provided.

Elbow room is quite good at 50½ inches—a width which should prove more than adequate, as a third passenger would feel rather uncomfortable perched on the rather angular centrally mounted handbrake.

With the hood up, there is a fair area

available for baggage behind the seats, but most of the usable space in the rear luggage compartment has been taken up with the spare wheel. If the locker lid had been hinged at the rear, quite large suitcases could have been carried.

The one-piece bonnet is hinged at the front, and engine accessibility is good, with plenty of space either side to reach down to the low mounted auxiliaries. The ignition system has been kept as high as possible and the battery is mounted in the centre of the bulkhead.

Twin S.U. carburettors and a compression ratio of 8.5 to 1 encourage the 1,991 c.c. engine to develop 90 b.h.p. at 4,800 r.p.m. The layout of the engine is quite conventional with the overhead valve gear operated by push rods.

A few years ago, sports cars of this type were usually rather noisy in the power plant and when accelerating hard or maintaining high speeds a fair amount of mechanical noise made itself apparent to the driver.

Due to developments and refinements in the latest engines, the manufacturers have this noise problem well in hand. By using an engine developing between 80 and 90 b.h.p. in a light body not over 19 cwt., power-to-weight ratios have been kept favorable and therefore high revs are not necessary for an adequate performance.

The Doretti is no slouch in its class and 0-50 m.p.h. takes about 8.9 seconds, 0-60

From the rear the Doretti presents a trim outline. With the hood in position a driver does not have restricted vision; the large plastic rear window is a feature of most 1955 sports cars. Bright chrome horizontal fins on the rear wings give added protection and should prevent a number of stones being thrown up on to following cars.



m.p.h., 12.8 seconds, and the standing quarter mile about 18.2 seconds. Speeds in the gears are: First, 28 m.p.h.; second, 52 m.p.h.; third, 74 m.p.h.; fourth, 102 m.p.h.

Again, the power-to-weight ratio is seen to advantage in the excellent fuel consumption of this car, 26 to 38 m.p.g.

A heater is fitted as standard equipment and at extra cost a buyer can have overdrive and wire wheels. ●



Luggage space in this car is, frankly, rather limited and most of the useable space is taken up with the spare wheel. From this illustration the robust structure of the overriders can be appreciated.

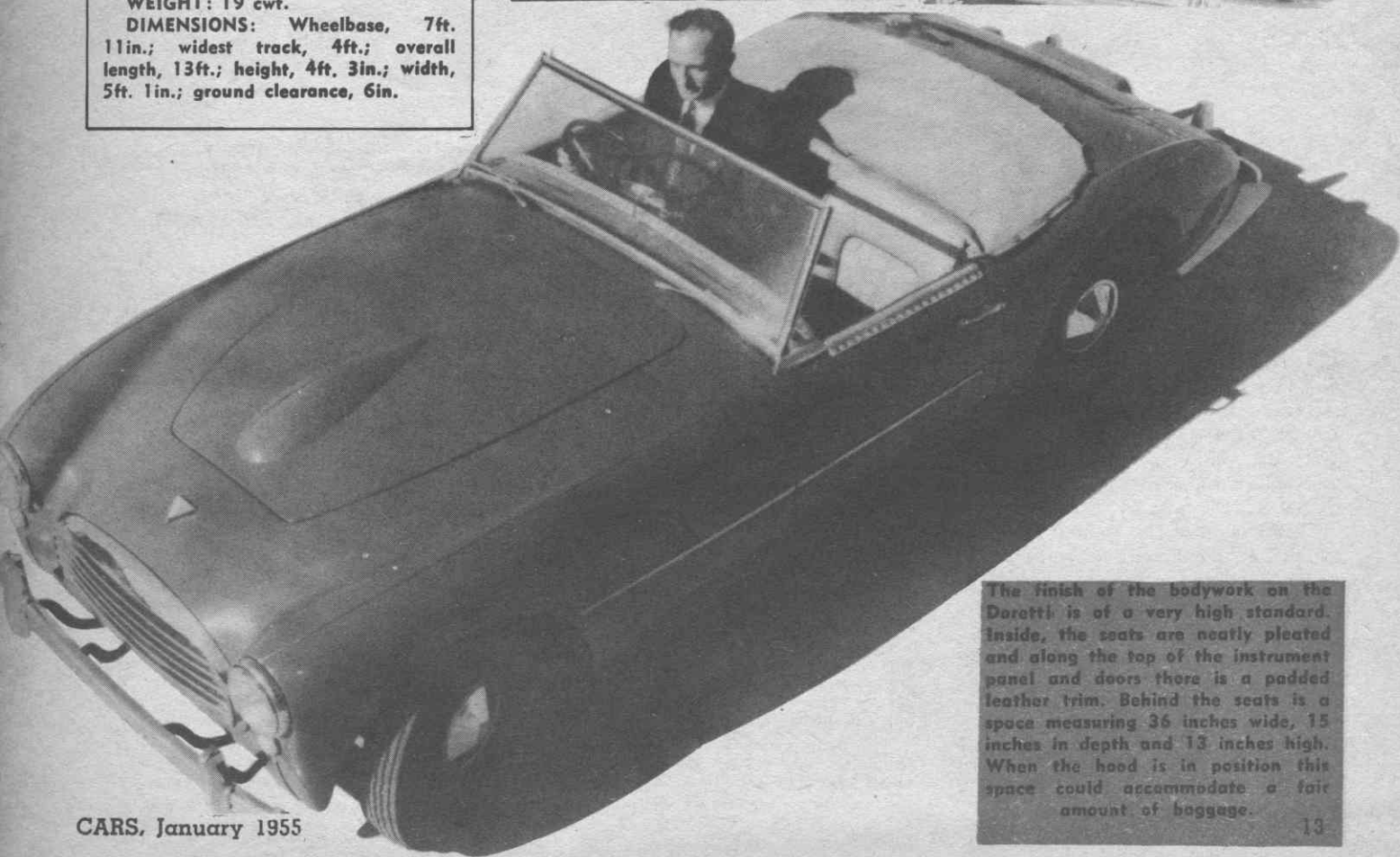
SWALLOW DORETTI SPECIFICATIONS

ENGINE: 4-cylinder overhead valve. 83 x 92 mm. stroke. Cubic capacity, 1,991 cc. Develops 90 b.h.p. at 4,800 r.p.m. Compression ratio, 8 to 1.

TRANSMISSION: 4-speed gearbox with synchromesh on three forward gears. Final drive ratio: 3.7 to 1. Optional overdrive ratio: 3.03 to 1.

WEIGHT: 19 cwt.

DIMENSIONS: Wheelbase, 7ft. 11in.; widest track, 4ft.; overall length, 13ft.; height, 4ft. 3in.; width, 5ft. 1in.; ground clearance, 6in.



The finish of the bodywork on the Doretti is of a very high standard. Inside, the seats are neatly pleated and along the top of the instrument panel and doors there is a padded leather trim. Behind the seats is a space measuring 36 inches wide, 15 inches in depth and 13 inches high. When the hood is in position this space could accommodate a fair amount of baggage.