

Lagondaforum: Engine identity

Engine identity

Written by TVJL at Apr 01, 2012 3:08 pm

I'm trying to identify a 2 litre engine. The number on the timing case reads S5503/2/558. Any help would be greatly appreciated.

Regards,

Tim

Re: Engine identity

Written by Colin M34 at Apr 01, 2012 4:30 pm

Hi Tim,

These numbers generally cause much confusion. Would you be able to kindly post some pictures to aid identification?

Colin M34

Re: Engine identity

Written by TVJL at Apr 01, 2012 9:35 pm

Hi Colin,

Thanks for your reply. Here is a photograph.

Regards,

Tim

Attachments:

[IMGPO169.JPG](#) (filesize: 155.93 KB)

Re: Engine identity

Written by Colin M34 at Apr 02, 2012 12:11 am

Hi Tim,

I really need a general selection of pictures of the front and sides of the engine to identify some of the general features. For example, is this a HC or LC engine, is it early or late etc.

I would also very much like pictures of the oil pipes under the carbs which will allow me to determine that it is speed model not standard model. I think it is speed model as denoted by the "s" on your picture.

Any other information would be most appreciated.

Colin

Re: Engine identity

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Written by TVJL at Apr 02, 2012 7:43 am

Hi Colin,

Thank you so much for taking the trouble to consider this for me. Here are some more snaps, which I hope will do the trick. The engine was run for a number of years in the car of a well-known LC member, before he replaced it with the correct SC engine circa 7 years ago (as i understand it). That's about all the information I have.

Regards,

Tim

Attachments:

[IMG0167.JPG](#) (filesize: 174.92 KB)

[IMG0171.JPG](#) (filesize: 179.62 KB)

[IMG0172.JPG](#) (filesize: 165.93 KB)

[IMG0175.JPG](#) (filesize: 172.98 KB)

[IMG0173.JPG](#) (filesize: 162.67 KB)

Re: Engine identity

Written by lagonda33 at Apr 02, 2012 8:55 am

I have made a study of the Lagonda 2 Litre engine numbering and some of the results were published in two articles in the Lagonda Magazine a few years ago. Your engine is a "side mounted dynamo" engine; usually (but not always - some were made as late as 1931) they were the early 2 Litre engine type for high chassis cars. The number after the last forward slash on the timing case is the serial number of the engine. Your engine is therefore the 588th 2 Litre engine built and the date of manufacture/assembly is roughly the first quarter of 1928. I did not have your engine on file - do you have a registration number of the car the engine belongs to (or belonged) to?

Re: Engine identity

Written by TVJL at Apr 02, 2012 9:25 am

Thanks very much Lagonda33. Very interesting observations and kind of you to post them. I don't know which car the engine came from originally, although the well-known LC member I mentioned earlier may have the details.

Re: Engine identity

Written by Julian at Apr 02, 2012 6:01 pm

Hi Tim,

As for "Type" that one is easy, It is without a doubt a "High Chassis" "Type" but notice the speech marks, Just because it is of the earlier type does not mean Lagonda fitted it in that car type! They often did some funny things as we have all found over the years.

The engine is though, the early type found in the high chassis cars and 14/60 with the early type block and milled out exhaust etc.

Regards,

Julian

Re: Engine identity

Written by TVJL at Apr 02, 2012 6:18 pm

Thanks a lot Julian. Much appreciated. By the way, Colin mentioned that the serial number might mean that the engine was (at least) destined to go

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into a Speed Model car, even if it may be open to question, as you suggest, whether it ever got there.

Regards,

Tim

Re: Engine identity

Written by Colin M34 at Apr 02, 2012 6:22 pm

Hi Folks,

Yep, it looks like a Q1 1928 HC speed model engine - which stacks up with the previous correspondent's observations. Pointers are the aluminium cam covers - later HC engines had steel ones. It also has the "1928" and beyond oil distribution, a single pipe from the oil manifold on the timing cover. Early speed model cars had oil pipes which entered the engine via the three semicircular machined casting faces.

Later cars also had a larger capacity oil pump.

The back of the head shows what I think is a repair plate fixed on with two bolts. Mine is also cracked there and this is not really a problem.

Looks good!

Colin M34
