

Lagondaforum: Cylinder Head Problem

Cylinder Head Problem

Written by Mike Fountain at Feb 18, 2008 5:25 pm

A compression check on my 1927 2 litre revealed a low reading for No 2. I have decided to investigate and upon removing the head I have found a crack between the plug hole and the exhaust valve seat which may well continue into the head!

I would welcome any advice as to what I should do now, The crying is almost over! :(

Re: Cylinder Head Problem

Written by oakley at Feb 18, 2008 5:44 pm

SURELOCK can do an excellent repair. Ask for Nick. - I can highly recommend them. I do not have their number here but they advertise regularly in the "Automobile".

Re: Cylinder Head Problem

Written by Roger Seabrook at Feb 18, 2008 5:58 pm

Hello Mike,

Sorry to hear of your problem. I had a head repaired by

A J Sosbe,

Factory 6, Maidstone Road, Leicester, Leicestershire, LE2 0BA (East Midlands)

Phone: 0116-262 6492

Fax: 0116-262 6492

This firm is fantastic - they also repaired a 30-98 crankcase for me years ago - it was cracked in at least 5 places, and effectively restored it from scrap. This was aluminium of course, but they are equally at home with cast iron. Many vintage engines have been through their hands. Their charge was very reasonable. They have been in business for years too. No association, just a satisfied customer. Kind regards, Roger

Re: Cylinder Head Problem

Written by Colin M34 at Feb 18, 2008 11:39 pm

Hello Mike

Ouch!

Two thoughts...

As well as having the head stitched and hope that it does not crumble further, the first option is to bite the bullet and buy a new head from Wessex workshops. I would suggest the downdraught version because it transforms the performance of the 2 Litre - see other correspondence on this topic in the forum.

The other option is to persuade someone who has bought a new Wessex workshops head to sell you their old one - provided it is OK of course - and this can be tested.

Good luck

Colin Mallett

Re: Cylinder Head Problem

Written by at Feb 21, 2008 10:40 pm

Hallo Mike,

A problem shared is a problem doubled. I have exactly the same crack. Mine was in No 2 cylinder too. I have opted for a new Wessex head. A costly bullet to bite but I reckoned even though there are some brilliant welders around, the metal is still 75 years old and you might cure No 2 today only to

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find that number one goes tomorrow. If only I had taken paternal advise and stuck to loose women and ignored fast cars - or did Dad say fast women and loose cars?

Don (C6)

Re: Cylinder Head Problem

Written by Mike Fountain at Feb 22, 2008 5:08 pm

Thanks for all the advice chaps after due deliberation I have decided to go for the Wessex downdraft head. Not sure how many loose women the cost relates to!

I would now welcome any advice regarding the carb set up also I guess that the autovac will no longer work so a petrol pump will be necessary.

I can also recommend Surelock as I had the block stitched a couple of years ago!

Mike Fountain

Re: Cylinder Head Problem

Written by Mike Fountain at Feb 22, 2008 6:28 pm

Silly me I have just answered my own questions by looking at the photo Oakley has included with his "2 litre Engine Problem" item.

Re: Cylinder Head Problem

Written by TimGresty at Mar 17, 2008 8:26 pm

Question from Lennie.

Why would one wish to transform the performance of a standard 2-Litre such as me ?

Isn't the point of enjoying vintage and PVT cars that a good driver makes the most of our performance while appreciating our design and craftsmanship ?

After all, if my owner had wanted more performance, he would have have bought a faster car, such as a Rapide or one of those ubiquitous Team Car replicas . . . and left me behind in Nigel Warsworth's garage, to miss out on all those rallies, track days, course car duties, hillclimbs and sprints that have enlivened the last decade.

Cheers !

Lennie the Lagonda

Re: Cylinder Head Problem

Written by Colin M34 at Mar 17, 2008 8:51 pm

Hi Tim (and Lennie),

Hmmm. I love my 2 Litre. I love the noises it makes. I love the 'tidy' way it goes round corners. I love the subtlety of the original body curves - particularly the back end 3/4 view with the sexy flicked up wings. All in all my original car is how I like it.

BUT with the downdraft head, I also love the sparkle. So did Phil Ridout. I love the way the power comes on in 'lumps'. I love the engine urging forward in third and wanting to drop into top. And I love being able to put down my foot in top and overtake lorries.

I am happy because all that is needed to return the car to original is to re-fit an original head and bolt the carbs back onto a conventional manifold. Easy.

I do not really like all those Le Mans replicas and fake Rapides and am proud of the fact that my M45 saloon has been restored as a SALOON.

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So on the whole I agree with Tim. We both enjoy making the most of our performance - while appreciating our design and craftsmanship. Remember the theory is that the clever Lagonda Company designers were not allowed bring out a 'downdraft' speed model in 1930 for commercial reasons and instead produced the blown 2L which was much more expensive. I prefer my 'downdraft' car.

M 34

Re: Cylinder Head Problem

Written by H 54 John at Mar 28, 2008 12:04 am

Is it certain that Lagonda never sold any 2L Specials with the downdraft head? I've been told that at least one original head is still in existence. It's certainly a shame that this line of development wasn't pursued. With the stronger bottom end of the blown version, decent breathing and more compression the engine could surely have been a potent classic.

John
