

FRONTENAC HEADS
- How To Identify Them

Note: Speed equipment was often modified, so beware that changes may have been made since a component was first manufactured.

Models R-S-T

All looked the same. The only difference was the compression ratio. The Model R developed 85 PSI (6:1). The Model S developed 75 PSI (5:1). The Model T developed 60 PSI (4:1)

Configuration: One intake port on left side, three exhaust ports on right side, eight valves and OHV push rod set up.

Model SR

Configuration: two intake ports on left side, three exhaust ports on right side. Initially the SR was available as a push rod. Then, in about 1927, the SR used a single overhead cam. Eight spark plugs. Developed 100 PSI (7:1). Advertised their racing engine with the SR head developing 80 HP and achieving 4,000 RPM max.

Many enthusiasts believe the SOHC Model SR was the best all-around engine that Frontenac produced, as it was more reliable than the DO and produced nearly as much power.

DO Fronty

Configuration: sixteen valve, dual overhead cams, four exhaust ports on right side, four intake ports on left side, four spark plugs, hemispherical designed combustion chamber.

Note: A DOHC 16-valve stagger head was introduced in 1931 for the Model A. The last Frontenac head produced was a DOHC 16-valve stagger head for the 1932 Model B Ford.

CANADIAN FORDOR

To Whom It May Concern:

I have always wanted a Model T Ford. Well, I bought one, maybe not the best, but I like it and so does my grandson, Christopher. I have enclosed two photos of what I have purchased. The one with the frame without the body is supposed to be a 1923 and the one with the body is supposed to be a 1926.

Well, my questions are as follows:

- On the 1926, on the engine it says "Made in Canada. The only number I can find on it is C739237 stamped on the block just under the coil box. Is this a hard engine to find parts for and what year do you think it is? I have been to at least six swap meets and called a dozen

phone numbers looking for a head that is stamped "Made in Canada. I have found all kinds of heads. I even have one on the other frame. Any help there would be good.

- On the Front Cowl right behind the hood is a vent. All the ones I have seen are to put gas in. This one has a lever under the dash to open it; when opened it has a screen on it. Any help there would be appreciated.
- I have written to one company to get plans or a kit to make a wood body called the Huckster Wagon. They tell me it will not fit on the 1926 frame, but will fit on the earlier one. Is this true?
- Is it practical to take the running gear and put it in the 1923 or doesn't it fit?
- Is there anyone in my area, where I live, who would like to call and get together and have coffee and maybe we could help each other? I would like any help I could possibly get. I have never worked on one of these before. Even a letter with information would be appreciated. I thank you for your time and effort.

Henry J. Latour Jr.
84 Park Ave.
Southbridge, MA 01550
Phone: 508-764-1365

Dear Henry:

I tried to call you as I thought it might be best to talk with you regarding your questions. As I was unable to reach you, I will try to answer your questions in this letter, but feel free to call me if this doesn't answer all of them.

Your "1926 engine number (C739237), according to our records, is one of the last 1927 Canadian engines built. It is possible that your 1926 is really a 1927, or that the original engine may have been changed sometime in its past. Sometimes a serial number is stamped in the right top frame rail, just inside the firewall. You might check to see if one exists and, if so, compare the numbers.

It should not be difficult to find parts for your Canadian engine, as the parts on Model T engines are interchangeable, no matter where they were produced. Cylinder heads are also interchangeable and unless you are planning to show it, any will work.

Your Fordor's cowl vent is the same as on all 1926-27 Fordors. The body on the Fordor was not changed with the "new and improved 1926 models. While the new model cowl was grafted onto the body, from the door post rearward they were unchanged and the Fordor models retained the gas tank under the seat. In order to keep from