

PACO Speedster Body

— an historical update

By Larry Sigworth
Bartlesville, Oklahoma

In 1992, the story of the restoration of my 1922 Model 21 PACO-bodied speedster was published in *The Vintage Ford*. Since then I have found more information about the history of the PACO body. The new information was gathered from magazine articles, advertisements, sales brochures, and pictures. In addition, several more PACO-bodied speedsters have been found and photographed. With the new information available, I think it is time to update the original article.

Murray Fahnestock published a letter written by Frank Lynn Mackemer in the June 1915 issue of *Fordowner* magazine. From this letter it can be inferred that Mr. Mackemer organized the company called the Peoria Accessory Company at 601-7 S. Washington Street, Peoria, Illinois several years before 1915. The company sold and installed automobile accessories on Fords and other automobiles. The letter states that he had also been building Ford race cars at his shop for several years. Using this race car building experience, he designed a special racer body for the Ford. The inspiration for this body came from the French Peugeot racers first driven in the United States by Dario Resto and Bob Burman in 1914 (Plate 1). Three of these racers were brought to the U.S. They were milestone cars in that they introduced the small displacement, double overhead cam, high speed racing engine to America. Dario won many major races with this car including the Indy 500 in 1916.

The design and manufacture of this body likely began in late 1914 or early 1915. An article introducing the new road and racing versions of the PACO body was published in the Accessory Corner section of the June 3, 1915 issue of *Motor Age* magazine (Plate 2). Virtually the same article and pictures appeared in the New Products section of the July 1915 issue of *Fordowner* magazine. An advertisement for the body was also published in the July *Fordowner* (Plate 3). In addition, the same pictures, but a more technical article, was published in the New Products section of the July 1915 *Automobile Trade Journal*.

This first body was offered in dull battleship gray primer with a "torpedo" tail, and eight-inch deep splash shields that covered the frame rails. Also included was a plain hood with no louvers designed to fit the Ford brass radiator. Other standard features included 'royal' leather upholstery, a pressurized gas tank complete with a cowl-mounted hand air pump and fuel pressure gauge, special fittings to lower and extend the steering column, and a new set of specially bent foot pedals. It is likely that this was the first available commercially-built body for the Model T with a torpedo tail.

The pedals and steering column had to be extended because of a unique feature of the PACO body. The entire body was mounted six inches back from the stock location of the Ford body. This gave the body a longer and sleeker appearance and

required a six-inch longer hood. A tapered air scoop was mounted on each side of the cowl (Plate 4). However, by mid-1916, the air scoops were replaced with louvers. Louvers were also added to the hood (Plate 5).

A third unique feature of the PACO Body was the cutaway area on the passenger's side of the cowl. The body was designed to be entered from the passenger side only. This cutaway area makes entry much easier by allowing room to swing your feet over the side of the body and place them on the floor

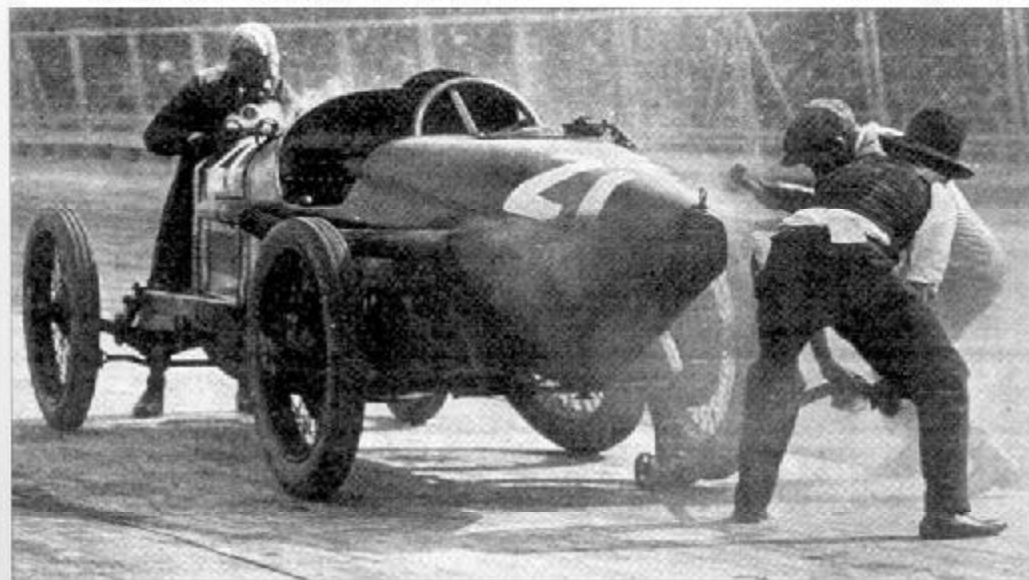
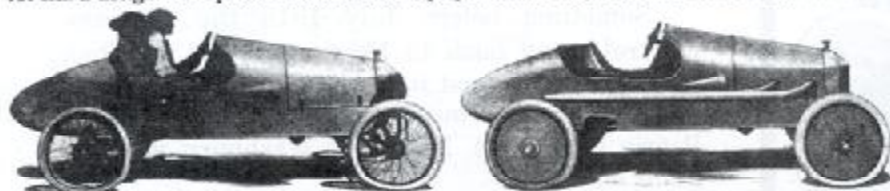


Plate 1. The Peugeot racer that inspired the design of the PACO body. Dario Resto is shown working on the radiator.

PACO SPEEDSTER BODY FOR FORD CARS

The highest quality of material and workmanship, coupled with years of experience in building and designing racing bodies, have made the Paco Racing Body for Fords popular with drivers who want the snappiest car on the road. Especially designed for hard usage. All possible details of equipment. Very quickly and easily installed.



A FEW GOOD FEATURES

Fits any Model T Ford. Full streamline, with long cowl and bullet rear end. Very comfortable seats. Removable upholstery. Extremely large carrying space in rear. Fifteen gallon gas tank.



Pressure pump and gauge installed. Specially bent foot pedals. Cast iron wedges for dropping steering post. All wood work is of clear oak, reinforced with angle iron braces.

The above cuts show special equipment for track work.

The PACO gives the Ford all the class of the famous foreign racers.
Write for illustrated literature and prices.

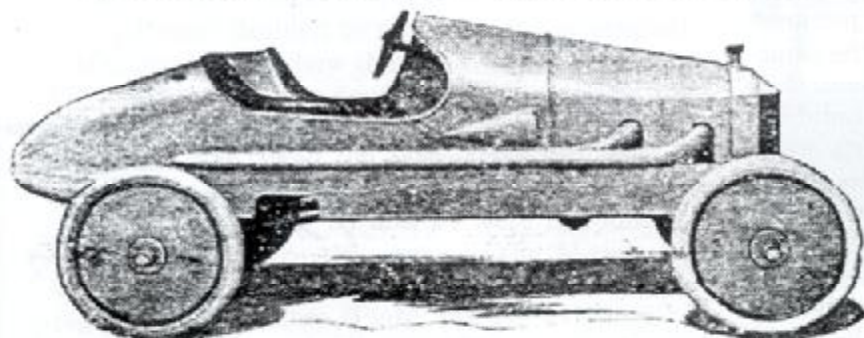
PEORIA ACCESSORY COMPANY, Peoria, Illinois

Above: Plate 3. The first PACO advertisement published in the July 1915 issue of *The Fordowner* magazine.

Below: Plate 4. Published in the March 1916 issue of *The Fordowner* magazine, this is the last ad showing the early style body with air scoops on the cowl.

THE FORDOWNER March, 1916

YOUR FORD A RACER!



The finest Streamline Bodies are made at the PACO Factory. They are long, low-hung and graceful in design. Change your Ford into a classy racer. Write at once. We want a demonstrator in every city.

**PEORIA ACCESSORY COMPANY,
PEORIA, ILL.**

instead of on the seat cushion. Deleting this cutaway area was a no-cost option.

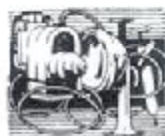
A fourth unique feature is that the driver's seat was moved seven inches in front of the passenger seat. This feature allowed the driver some elbow room as he frantically worked the steering wheel trying to keep the beast under control. An undivided, straight-across, seat was a no cost option. Extra cost optional equipment included an outside exhaust system and sheet metal discs for the stock Ford wood wheels. Without the options, this body sold for \$165 in 1915.

On June 17, 1916 Lynn and Eli Mackemer filed for a design patent for the straight-across seat version of the body (Plate 6). Then on January 19, 1917, the pair filed a patent for the staggered seat version. Patent Number 50218 was issued on January 23, 1917 for the straight seat version, and Patent Number 50448 was issued on March 13, 1917 for the staggered seat version (Plate 7).

It is interesting that the patent for the straight across seat version was applied for first, since the bodies pictured in the first ads show the staggered seat version. Both patent drawings show the same type of tail on the bodies, but the shape of the deck lid is different. It is also noteworthy that both patent drawings show louvers in the side of the body, instead of air scoops.

In January 1916, the staggered seat body style became known as Model 21, and a new Model 22 was introduced. This model was similar to the original except that it had an undivided seat, a "French" tail with straight sides and a chisel point, and no pressurized gas tank. It sold for \$127 (Plates 8 and 9).

PACO bodies were listed in the 1916 William Galloway Company catalog. The Model 21 was known



The Accessory Corner



Paco Racing Bodies

TWO types of streamline bodies, one for track work and the other for ordinary usage, now are offered by the Peoria Accessory Co., Peoria, Ill., under the name of Paco. These bodies show unusual originality in design and should meet with the approval of the speed bugs who wish to make an odd speed-creation of their Ford cars. While these bodies, which are shown in Fig. 3, may be attached to the Ford chassis in about 1½ day, it appears that they will fit other small cars of dimensions almost the same as the Ford.

One of the Paco bodies, that for track work, has its seats set staggered and the cowl brought up close to the steering wheel. The exhaust pipes cut through the hood and meet to form one large pipe. The rear is streamlined, something like the rear of the Peugeot now used by Bob Burman. The steering post is lowered to accommodate this body and in order to make driving easy the control pedals are bent. The equipment includes a new dash, hood, air pump and pressure feed system and complete instructions for installing. The material is 20-gauge iron.

The body shown at the top of Fig. 3 has somewhat the same general appearance, but the exhaust pipes are not brought through the hood. The equipment is the



FIG. 1—HARTMAN SWITCH

This is a combination lighting switch and automatic circuit breaker and when installed may take the place of the regular switch and the fuse block.

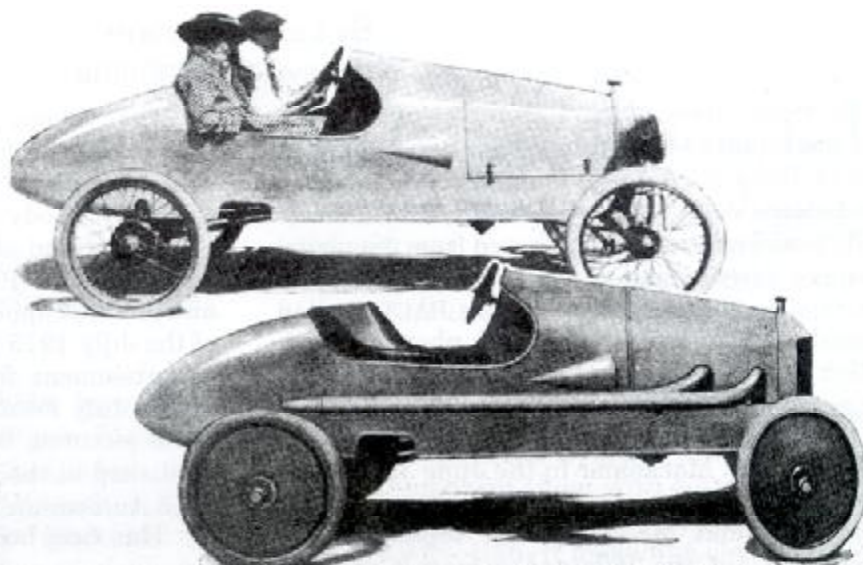


FIG. 3—RACING TYPE BODIES FOR FORD CARS

These bodies list at \$165 and can be installed by the average Ford owner from the instructions issued by the maker. They weigh about 350 pounds and installation requires a few mechanical changes in the chassis.

same, however. The bullet-shaped end contains a 15-gallon fuel tank and sufficient space to carry luggage. When crated for shipment, either body weighs about 350 pounds. Price is \$165 complete.

Hartman Automatic Switch

The Hartman Electrical Mfg. Co., Mansfield, O., announces a new type of lighting switch, which is a combination device having the functions of a lighting switch and automatic circuit breaker. When installed, it may take the place of the ordinary lighting switch and fuse block, or it can be used in conjunction with the present lighting switch. The Hartman uses a solenoid which operates a toggle arrangement, and should there be an accidental ground in the system, the circuit cannot be re-established unless the cause is removed, for as soon as the short occurs, the switch automatically opens the circuit and the operator himself cannot close the switch

and keep it closed unless the circuit is established. A single switch, such as shown in Fig. 1, may be used to protect all circuits. The Hartman may be had in various gang sizes, incorporating current indicators if desired. Price is \$1.50 for the single type, \$2.90 for the two-gang, and \$5.50 for the four-gang. With

current indicator, the single switch, shown in the illustration, lists at \$1.85.

Noe Safety Tire Gauge

To indicate at all times the pressure in the tire and to regulate the pressure when the tire is being inflated are the main features of a new type of tire gauge announced by Seaman P. Noe, Asbury Park, N. J. This gauge is permanently attached to the inner tube, and, as shown in Fig. 2, always indicates the pressure within the tire. It may be removed when the tube is punctured, and placed on another tube. In appearance it is similar to a valve stem and suitable care has been taken to protect the parts against water and dirt.

This device does away with the nuisance of having to remove the pump connection in order to know the exact air pressure within the tire, permits the tire to be properly in-

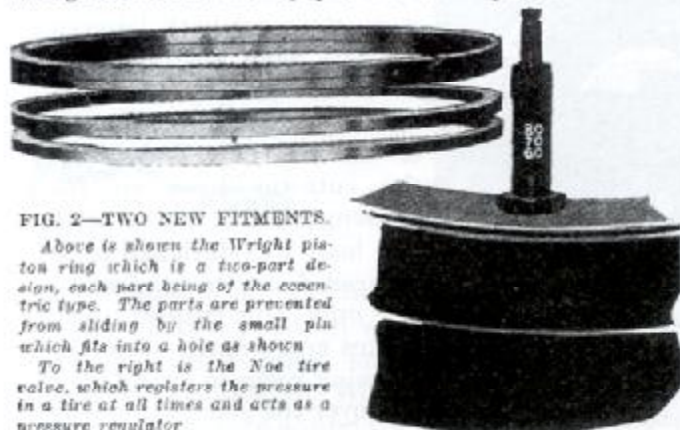


FIG. 2—TWO NEW FITMENTS.

Above is shown the Wright piston ring which is a two-part design, each part being of the eccentric type. The parts are prevented from sliding by the small pin which fits into a hole as shown.

To the right is the Noe tire valve, which registers the pressure in a tire at all times and acts as a pressure regulator.

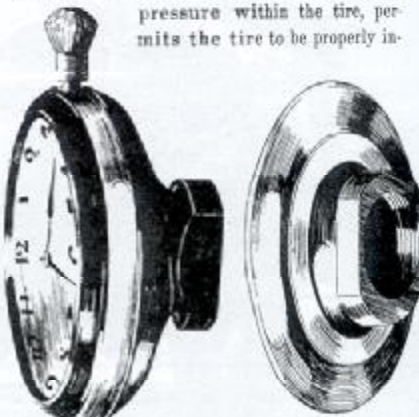


FIG. 4—A FORD WATCH

This watch fits into the center of the steering wheel. This is accomplished by substituting the portion at the right for the nut at present found in the center of the wheel.

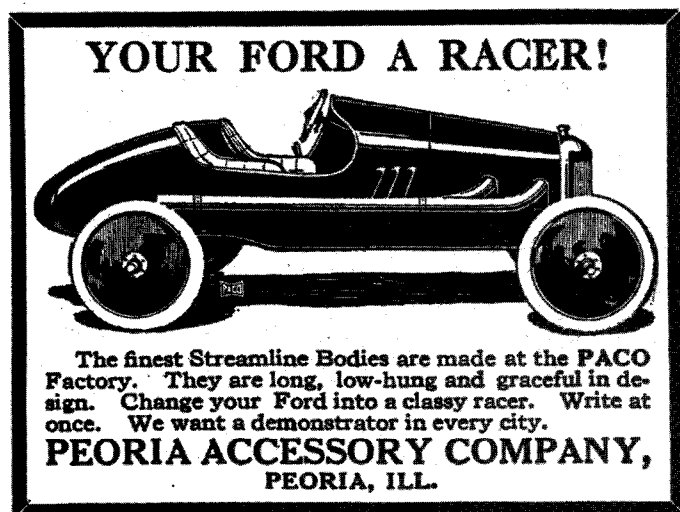


Plate 5. The first ad showing the new style body with louvers on the cowl. Published in the July 1916 issue of *The Fordowner* magazine.

as the 'Speed King' and sold for \$165. Model 22 was known as the 'Foreigner' and sold for \$122. In addition a special racing body known as the 'Grey Eagle' that sold for \$102.50 was listed (Plate 10). In addition to the regular PACO features the 'Grey Eagle' had a much steeper sloped cowl to direct the wind over the driver. It also had a hand air pump that could be used to pressurize the gas tank; an oil tank was located under the tail. The top part of the "torpedo" tail could be removed to gain access to the tanks. This Galloway catalog listing is the only known literature where the 'Grey Eagle' body was featured.

In mid-1916 the Fried and Stonier Company of Peoria began advertising a body called the 'Fasco' in both *Motor Age* and *The Automobile Trade Journal* magazines (Plate 11). From the pictures in the ads, this body design appears to be the same as the PACO. It is not known if this company was another PACO distributor, or if they were building a copy. It may be that the design patents were applied for in response to competition from Fried and Stonier. Fried and Stonier appears to have stopped advertising their body in late 1916. It may be that when the patents were issued in early 1917 they decided it was time (or were directed by a court order) to stop building their version of the body.

It is likely that The Peoria Accessory Company was primarily a retail and service outlet, not a manufacturer. As production of the PACO body increased it is likely that the Washington Street facility became cramped and that additional space was required. Since the primary focus of

the facility was not manufacturing, it appears that the decision was made to establish a separate manufacturing facility. A company called the PACO Manufacturing Company was established in Galesburg, Illinois in 1916 or 1917 to build the body (Plate 12). The scarcity of sheet metal caused by the war effort during 1917 and 1918 finally forced a halt to body production during most of 1918.

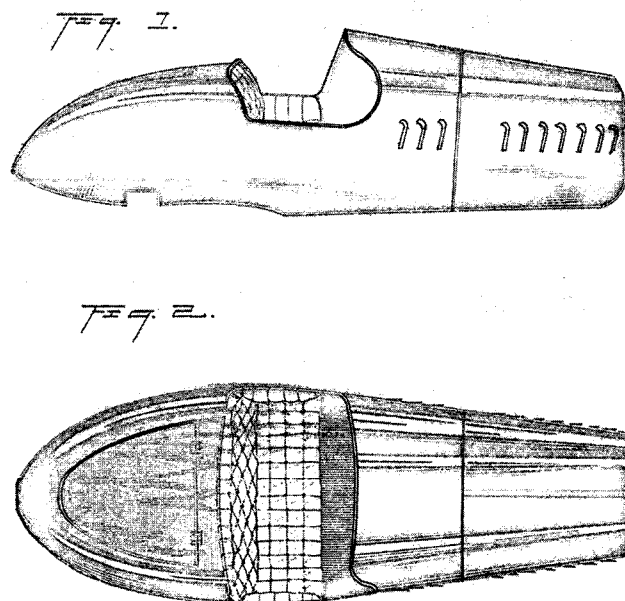
Sometime before July 1918 the company had relocated back to Peoria (Plate 13). When production resumed in early 1919, the company was located at Fourth and Franklin Street in Peoria (Plate 14). Mr. L. C. Washburn was the plant manager.

DESIGN.

F. L. & E. M. MACKEMER.
AUTOMOBILE BODY.
APPLICATION FILED JUNE 17, 1916.

50,218.

Patented Jan. 23, 1917.



WITNESS:

Ed. W. Hunter

INVENTOR:

F. L. Mackemer

E. M. Mackemer
By *H. H. Schuchman*, atty.

Plate 6. On June 17, 1916 the Mackemers applied for and were granted this design patent for the straight-across seat design body.

The PACO body did not come from the factory with a radiator or grill shell. Several ads mention that the hood was made to fit the regular Ford

50,448.

DESIGN.
F. L. & E. M. MACKEMER.
AUTOMOBILE BODY.
APPLICATION FILED JAN. 19, 1917.

Patented Mar. 13, 1917.

Fig. 1.

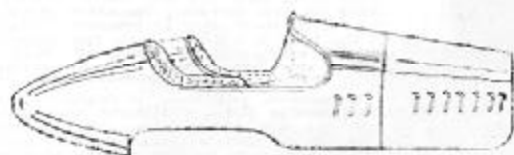
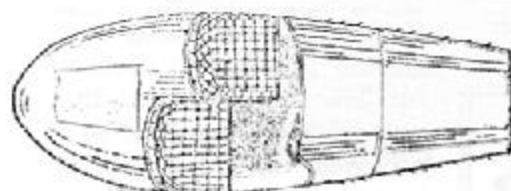


Fig. 2.



WITNESS:

INVENTORS.

F. L. & E. M. Mackemer.

 BY

 ATTORNEY

Plate 7. On January 19, 1917 the Mackemers applied for and were granted a design patent for the staggered seat version of the body.

radiator, but it could be made to fit any radiator the customer decided to use. Pictures of original PACO speedsters show that a variety of radiators fit. These include the Ford brass radiator, the low Ford black radiator, the Livingston type brass V style, and the round top Livingston "Bulldog" V style (Plate 15).

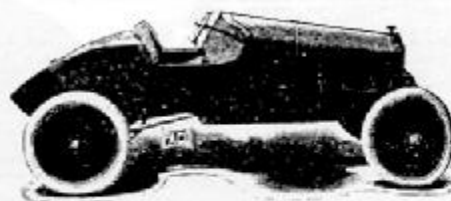
In 1919, Models 23 and 24 were introduced. These models were the same as the Models 21 and 22, except they were designed to use the regular Ford fenders (Plate 16). No evidence of the factory offering any type of "cycle" fender or other type of special fender has been found. The outside "PACO exhaust" was offered as an option from the beginning of production. It replaced the regular Ford exhaust manifold and routed the four exhaust ports on the block into two pipes that ran along the length of the body (Plate 17).

Models 21, 22, 23, and 24 remained in

THE FORDOWNER January, 1916

PACO SPECIAL RACING BODIES.

The racing bodies of the Peoria Accessory Co., Peoria, Ill., are well known to those who admire handsome bodies of this class. In its model 22, here illustrated, the company believes it has one of the classiest racing bodies ever built for the Ford trade. This body is assembled complete as in cut, with sloping



hood and cowl in alignment, heavy oak dash, comfortable seats, with elegant durable upholstery, Du Chesneau (French) style rear end, very large carrying space, with brackets for regular Ford gas tank, large door in rear end, hand brake lever installed, cast iron wedges for dropping steering post, new set of bent foot pedals, floor boards, and directions, ready to attach.

Specifications as to size, price and all details, will be furnished upon inquiry.

Above: Plate 8. This short article on the Model 22 body was published in the January 1916 issue of *The Fordowner* magazine.

Below: Plate 9. The "French style" tail on the Model 22 Body is shown in this Plate. Note the 'chisel point' shape.

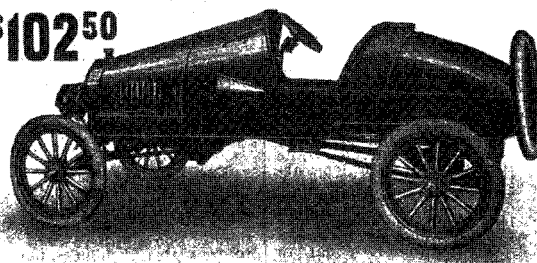


production through 1922 (Plate 18). In 1921, the Model 21 was selling for \$198 and the Model 22 cost \$153. In late 1922, a model called the "Palster" that sold for \$58 was introduced. It was advertised in the *Fordowner* during late 1922 and early 1923 (Plate 19). No advertisements for any models of the PACO, or any speedster similar to it, have been found after the early 1923 period. It is assumed that body production stopped sometime during 1923. The reasons behind the production

THE "GREY EAGLE"

A very popular style of Ford racing body, exceptionally well built and as classy appearing a body as was ever hung on a Ford Chassis. Its speed giving lines are carefully worked out to offer the least possible wind resistance together with the utmost protection and comfort to the passengers. The head and cowl are so shaped as to direct the wind largely over the heads of the occupants and with the high sides give unusual protection from mud and dust. The driver's seat is placed 6 inches ahead of the other seat to allow him perfect freedom of movement. Spacious tool compartments are under each seat. The body is built of 20-gauge special auto body steel on a foundation of clear oak sills. All curves are shaped in steel dies to insure uniformly smooth surface, while the edges and seams are reinforced to give added strength and beauty. As the dash on this body is 6 inches behind the regular Ford dash position we furnish as part of the equipment a special set of foot pedals, brake lever and connecting rod to allow the operator to be in full control of the car and still assume a most comfortable position. Half funnel ventilators on each side provide an air current behind the dash.

There is big profit in remodeling and rebuilding Ford cars into speedsters. The demand for fast, light cars is greater than the supply.

\$102⁵⁰

NIFTY—ROOMY—SPEEDY

Behind the seat and under the "turtle back" are two oval tanks of 15 gallon gas and 4 gallon oil capacity respectively. Air pump with check valves and pressure gauges located at driver's left and connected with the tanks by quarter-inch brass tube allow the tanks to be operated under air pressure as circumstances demand. This is a feature found on this body that is to be highly commended. Access to the tanks and the luggage carrying space is through a hinged latch under lock and key, but if repairs to the tanks are ever necessary the entire upper half of the "turtle back" may be removed. At the rear of the body is a demountable rim carrier. This body is built to fit the model "T" Ford Chassis of any year, but it could be used on Chassis of other makes as well with very slight alteration of the suspension brackets.

Remember, this body is made on dies and perfect fitting to any Ford chassis. Absolute uniform construction and body finished in one coat of battleship gray, but we will be glad to quote prices for having the body enameled in desired color. This body must be seen to be appreciated. We are making a leader of this special and at the price we show it represents a value that can't be beat anywhere.

C7100—The price, complete with gas and oil tank.....\$107.50


The price, with gas tank only.....102.50

F. O. B. factory near Chicago.

Plate 10. The Grey Eagle racing body as well as the Model 21 and 22 bodies were listed in the 1916 Galloway catalog. The William Galloway Company was a distributor of PACO bodies, but sold them under different names.

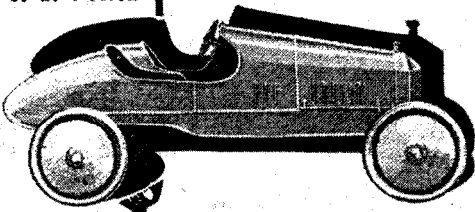
June 15, 1916

MOTOR AGE



Models
H. \$115.00
L. \$85.00
f. o. b. Peoria

The "Fasco" Racing Bodies are meeting with universal approval. Built to wear. Ride without noise. Easily mounted. Sold complete at reduced prices. Agent wanted in every town. Write for dealers' prices and literature today. "FASCO" IS A WINNER.



Fried & Stonier Co.
Peoria, Dept. 22, Illinois

Plate 11. The Fried & Stonier Co. of Peoria began advertising their Fasco racing bodies about June 1916. These bodies appear to be a direct copy of the PACO body. However, they may have also been a distributor.

halt are unknown. It is known that a nationwide financial panic in the fall of 1922 forced many small companies into bankruptcy.

A number of detail changes were made during the production life of these bodies. On the first bodies, the "torpedo" tail was made up from seven pieces of curved sheet metal held together with exposed round head rivets. A deck lid with angled sides and sharp corners provided access to the tail. A 3/8"x3/8"x1/8" piece of angle iron was first used to cover the exposed sheet metal edge of the seats and cowl. Later bodies used a 1/2"x1/2"x1/8" angle for this piece. By 1919, the tail had the same

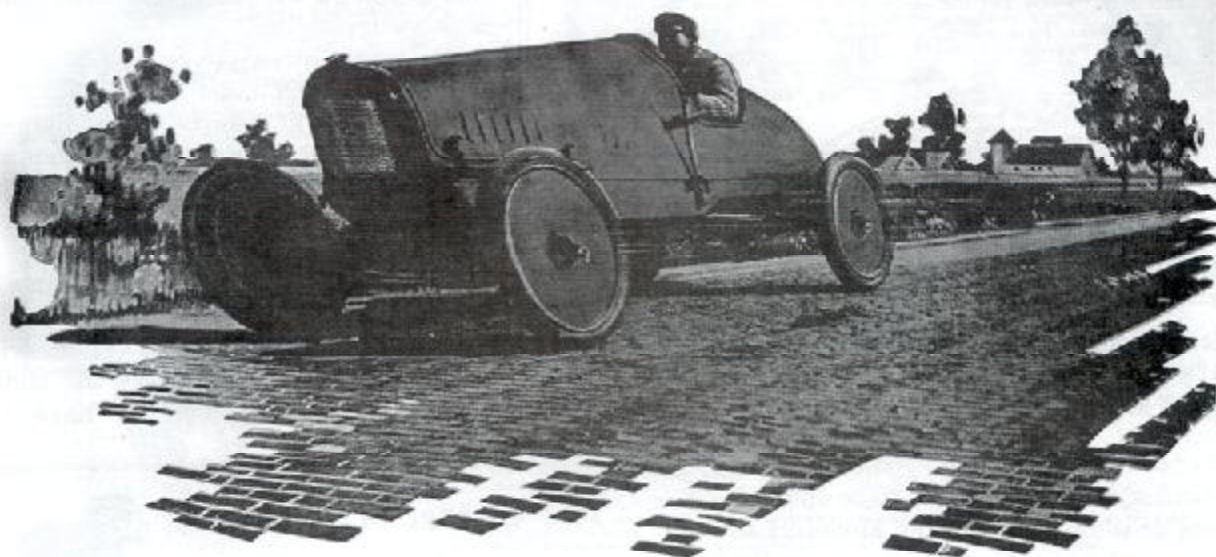
shape but only five pieces of curved sheet metal were riveted together to make it up. The splash shields that covered the frame rails were attached directly to the lower edge of the body with exposed rivets. By 1919 the splash shields were no longer riveted to the body, but were bolted to the wooden main body sills with carriage bolts and could be easily removed. On the early bodies, a piece of angle iron was riveted to the bottom edge of the body with flat head rivets. Carriage bolts were used to bolt the angle iron to the main oak body sills that were 1-1/8 inches thick. The same system of riveted angle iron and carriage bolts was used to attach the one-inch thick oak firewall to the cowl. Later bodies used special body nails to attach the sheet metal directly to the sills and firewall. The 'royal' leather

upholstery used on early bodies was soon replaced with leatherette.

The hood on later bodies had a stiffening bead pressed into the sheet metal about 1-1/2 inches from the outside edges. The 1917-18 hoods had six louvers; the 1919 version had seven louvers, while the 1920-22 hoods had eight. Throughout the production life of the body the hood as provided by the factory had only two pieces instead of the usual four-piece designs. This design has a serious disadvantage. The hood cannot be folded onto itself, so it will not stay open without some

PACO RACING BODIES

For FORD Cars



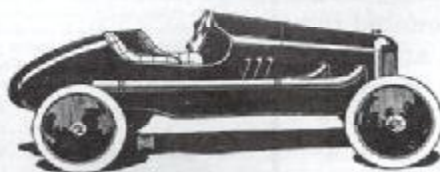
*Class, Distinctiveness
Beauty, SPEED*

The picture above is a reproduction from an actual photograph of a PACO racer in action, taken while hitting around 50 miles per hour. This photograph settles all disputes about Ford Racing Bodies: there is only one real RACING BODY built for Fords and that is PACO. In PACO bodies you get something absolutely different; something you can't possibly get anywhere else for the reason that our designs are patented. That classy French racer type of body to fit the Ford chassis is only found in PACOS.

Now is the time to get Ford cars in shape for Spring service. Put on the PACO Bodies, dress them up for speed. PACO makes old Fords look new. Gets out of them all the speed there is.

Let us send you our 3-color illustrated circular

which completely describes our 4 different models, giving detailed specifications and prices. Get acquainted with PACO Bodies now. Our facilities are greatly increased, yet we urge you to place your order NOW, then you'll be sure to get your "Paco" without delay. WRITE TODAY.



PATENTEES, MANUFACTURERS and
SOLE DISTRIBUTORS

PACO Manufacturing Co.
GALESBURG Dept. 7 ILLINOIS

When Writing to Advertisers, Please Mention Motor Age

Plate 12. This ad ran in the January 24, 1918 issue of *Motor Age* magazine. Note that the company name has been changed to the PACO Manufacturing Company, in Galesburg, Ill. Eli M. Mackemer of Galesburg is listed on the body patents as co-inventor. Therefore, it is likely that he managed the Galesburg factory. Also note that the ad states that the factory is now the sole distributor.

SPEED-DASH-CLASS

Own a lively, snappy looking PACO RACER. Modeled on French streamline design. Fits any Ford Chassis. PACO BODIES are patented. None others like them. Strong molded steel body. Low hung they cling to the road. Comfortable seats and easy riding. Shipped complete with all attachments.

Write today for 3-color circular with photographic reproductions of PACO BODIES. Get description and prices. Write today.



PACOMFGCO
Dept. 25, PEORIA, ILL.

Plate 13. *Motor Age* ran this ad in the July 4, 1918 issue. Note the address is now Peoria. It is likely that no bodies were being built at this time because of the rationing of sheet metal.

type of support rod. Also, the hood must have about two feet of side clearance to be opened. The hand air pump used on the Model 21 to pressurize the fuel tank was moved from the left side of the cowl to the floor between the seats.

I have never installed a top or windshield on my PACO body because I have not been able to determine what the windshield looked like. Pictures found to-date of PACO bodies equipped with a top and windshield do not match the only picture of a body with a top and windshield in the PACO advertisements (Plate 20). Two pictures of the Model 21 known to have been taken in 1919 show a two-pane folding windshield and a folding top (Plate 21). This option was never shown in any of the known advertisements. This version of the top and windshield was tall and "antique" looking. The windshield posts stood up with a top and bottom piece that would swing out. The windshield posts mounted to the cowl with four bolts that were attached through a cross shaped mounting bracket. The top was attached to curved brackets that were mounted to the angle iron molding which covered the sheet metal edge of the body sides and cowl (Plate 22).

The January 25, 1919 *Motor Age* ad is the first time an optional windshield and top is mentioned, but no picture is provided. Then the May 6, 1919 *Motor Age* ad announces a new top and windshield design along with a picture. In this design the windshield was lowered several inches and posts tilted back at the top. The curved top mounting brackets were eliminated, and the top attachment points moved down several inches onto the

body sides. These changes resulted in a much lower and better looking top. It is believed that side curtains were available for this top. This is the style top and windshield that my body appears to have been equipped with. Unfortunately, the picture in the ads shows little detail of the windshield.

Recently other pictures of Model 22 bodies have been found that show a third style windshield. This one is a one-piece affair that folds down at the bottom and has a metal frame around the sides and top of the glass. The side posts appear to mount to the cowl with two bolts.

To-date it has not been possible to determine what the fittings used to modify the foot pedals and the steering column looked like. None of the bodies known to exist appear to have the

**The Latest Arrival
in
A Family of Thorobreds**




COMBINATION RADIATOR and HOOD
BOTH SECURELY PACKED IN ONE BOX

\$45.00 F. O. B.
NEW YORK

Weight 35 Lbs. Water Capacity 3 1/2 Gallons.
Shipping Weight 35 Lbs.
Extended Starting Crank Included.

"BULLDOG"

THIS YEAR, EVERYWHERE, IT'S THE
**COMBINATION RADIATOR AND
STREAMLINE HOOD FOR FORDS**

This **BULLDOG** is designed for use on 1915 and 1916 cowl-dash Ford cars, and, like its older brothers, has the standard Livingston radiating section, the cooling capacity of which so far exceeds that of any other.

Within the one-piece, pressed steel shell, which gives greatest strength, a complete brass radiator is securely riveted. An air space between this brass radiator, and pressed steel shell, prevents dulling of the black enamel finish, due to heat of water in the radiator. Brackets that support the entire weight of the radiator are welded to the steel shell, placing the strain of vibration on the shell itself, independent of the radiator. The tapered shell conforms to the lines of the hood, giving true streamline effect. The popular "snub-nosed" design, with rounded corners and graceful lines, is the last word in beauty.

Pointed Front and Straight Front Radiators are made to fit any model Ford car, for use in connection with the hoods furnished by the Ford Company.

Write for Booklet, just off the press.

**Livingston
Radiator & Mfg. Co.**
215 West 75 Street,
New York City.



Straight Front, \$25.00.
German Silver, \$3.00 Extra.
Weight, 35 Lbs. Water Capacity,
2 1/2 Gals. Shipping Weight, 35 Lbs.



Pointed Front, \$25.00, including Extended Starting Crank.
German Silver, \$3.00 Extra.
Weight, 40 Lbs. Water Capacity,
3 1/2 Gals. Shipping Weight, 40 Lbs.

Plate 15. This 1916 ad shows the complete line of Livingston radiators, including the "Bulldog," the brass V-pointed front, and the brass flat front types.



"-boy howdy!" BACK AGAIN

"Welcome—BOY HOWDY—gad—but it's good to see you again. You finished the job—and did it well. And after all is said—BOY—you did it like we knew you would.
"You've been getting the hard knocks, and you have earned the right to taste some of the joys of life. Go get 'em."

PACO RACING BODIES FOR 1919

PACO RACING BODIES for your FORDS are back. While the war was being won—PACO was off the market. The steel was used against the Hun. NOW—we can make PACOS for you and for 1919 we offer the classiest—snappiest line of racing bodies for the Ford you ever saw.

Get Your Car Ready for Spring

Make your plans now for overhauling the Ford and getting ready for the coming season. Instead of a new coat of paint—mount a PACO BODY on the chassis. You will completely transform the appearance of the old "boat." You won't recognize the nifty looking racer.

Decide now to experience the joy of driving a PACO. Dress up the old Ford. Make it a speed car—modeled after world famous racing designs—yet still retain the comfort and satisfaction of driving a snappy, easy riding roadster.



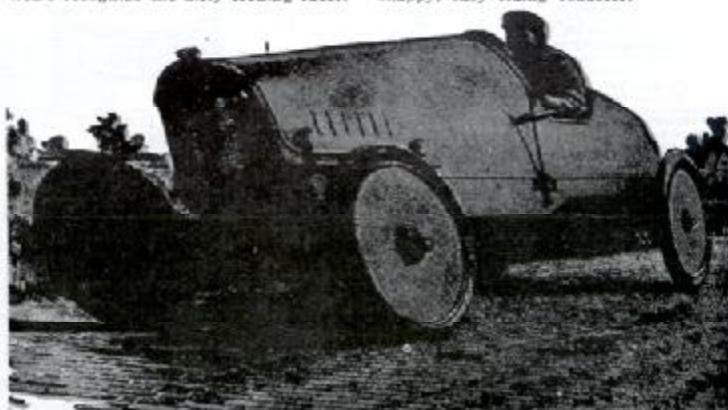
When you own a PACO BODY you own a racing roadster body that is exclusive.

We are the patentees, sole owners and sole manufacturers of this type of racing body. Paco designs are fully covered by United States Patents Numbers 50,218 and 50,448. Unless a body of this type bears the name "PACO" it is not an original, nor is it genuine and it is a direct infringement on Paco Patents. All such infringements will be prosecuted under the federal patent laws.

FREE CIRCULAR

PACO BODIES are built in a variety of styles and models—with or without the new 1919 Paco Top and Windshield—the PACO exhaust pipe—disk wheels and other features.

WRITE TODAY for complete description and illustrated literature from photographs of PACO BODIES. Get the prices today on the PACO LINE.



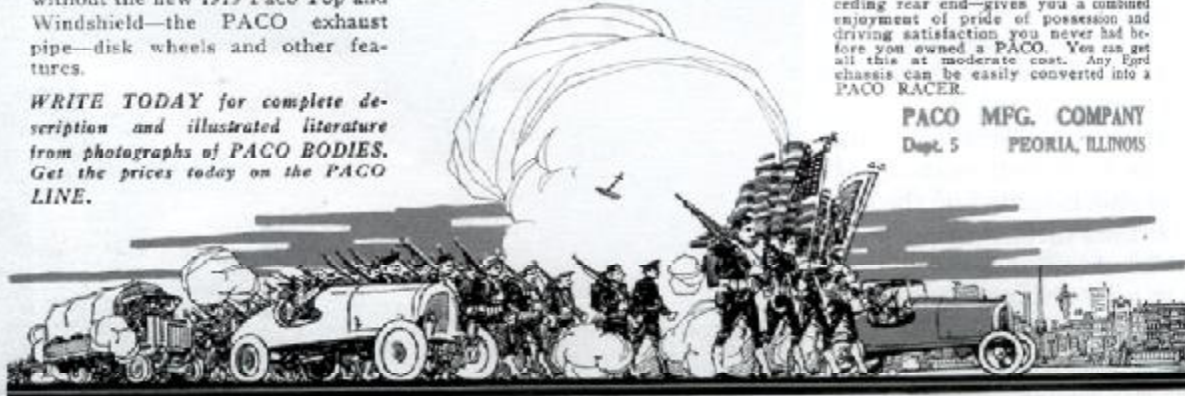
From Actual Photograph of Paco Hining "50"

A thoroughbred appearance—that makes you stop for another look and then envy if you don't own one—that describes your sensation when you see the PACO—the distinctive racing body.

PACO BODIES are modeled after the world's greatest speed cars—on streamlines that offer the least wind resistance. French engineers excel in designing racers. The PACO BODY has a

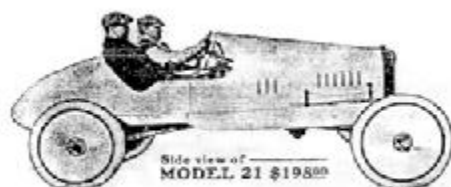
classy, foreign look that you get only in the PACO. Long sloping hood—in streamline with the cowl, low seats, upholstered and tilted just right for comfort—receding rear end—gives you a combined enjoyment of pride of possession and driving satisfaction you never had before you owned a PACO. You can get all this at moderate cost. Any Ford chassis can be easily converted into a PACO RACER.

PACO MFG. COMPANY
Dept. 5 PEORIA, ILLINOIS



When Writing to Advertisers, Please Mention Motor Age

Plate 14. On January 25, 1919 this ad ran in *Motor Age* and announced that the body is back in production. This is the first ad that states a sport top and windshield as available options.



Side view of
MODEL 21 \$198.00

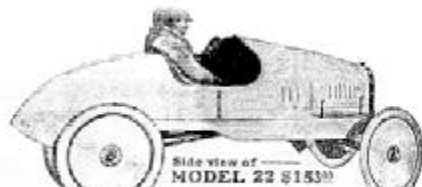
-READ THIS-

We wish to impress upon every one who reads this circular the fact that PACO RACING BODIES are made right. They are not made in a back yard, but in a well equipped factory, and give the owner all the satisfaction possible in the possession of the cheapest, strongest, most up-to-date racing body built to his Ford chassis.

-ABSOLUTELY COMPLETE-

The 1920 PACO is complete. The body, as we ship it, is ready to mount on your Ford chassis. You use the same steering gear and foot pedal that are standard on your car. We furnish necessary things for covering the steering gear and changing the foot pedal. Also special shading and fitting for controlling head lamp. There is nothing that you have to buy to make your equipment complete.

All PACO Bodies Painted Dull Battleship Gray
Each cost applied after body is assembled on chassis.



Side view of
MODEL 22 \$153.00

PACO RACING BODIES are built UP to a STANDARD - NOT DOWN to a PRICE

MODEL 21

MATERIALS The materials used in Model 21 are the very best that can be obtained, regardless of price; from the heavy gauge steel in the body to the oak in the axle and dash. The joints are all finished with half inch wooding, both to increase the strength and add to the appearance. The seats are held with large round-headed rivets. Weight, 275 lbs.

SPECIFICATIONS The new long hood in Model 21, is a direct stream-line with the front, and is held with high grade hood fasteners which absolutely prevent any rattling. The hood is unusually long and extends within 3 inches of the steering wheel. The hood is bound with heavy angle iron and is cut out on the right side in order to allow very easy access to the seat. If a seat is desired without this cut it, it will be made that way. The seats are well upholstered and are placed in proper position for easy riding. The driver's seat is placed forward 7 inches in order to give the driver more elbow room; this, however, does not interfere with observation with passengers. The seats are 14 inches lower than the regular Ford seats and are roomy and comfortable. The rear end of this model is superior or better shaped, and held with large round-headed rivets 1/2 inch apart. A large door in the rear gives access to a spacious carrying compartment of about 7 cubic feet. The 15 gal gas tank is in the rear end and is mounted with pressure pump and gauge. The body drops 5 inches below the frame, holding the crash post, etc., and gives the Ford the long, low, easy appearance, as shown in the illustrations which are taken from actual photographs.

The bodies on our bodies are made to fit the regular Ford Radiators. Some on your order when you have to add or remove your radiator. We will make hood to fit any special Ford Radiator or shell without extra charge. In most cases it is necessary for customer to ship special radiator or shell to us prepaid and we will make hood to fit and return same with body.

As stated previously, Paco bodies are easily attached. Simple directions for attaching the body and lowering the steering post are sent with each body. The average time for attaching a Paco body is about four hours for a man and helper.



Side view of
MODEL 23 \$198.00

Showing Sport top and Windshield

MATERIALS AND SPECIFICATIONS

Model 23 is exactly the same as Model 21 except for the fact that it is built to fit your car use the regular Ford fenders that are already on your car or any special we cover fenders for you. We do not furnish fenders but we have made this addition to our line as a result of a widespread demand for car bodies with fenders. In order to satisfy this demand without increasing the price, we have made it possible for our customers to use the fenders that they already have. Top and wind-shield bodies.

Model 24 is same as Model 23, except that it is built to use regular fenders.

Paco Designs are Patented

We are the patentees, sole owners and sole manufacturers of this type of racing body, which designs are fully covered by United States patents Nos. 16218 and 16249. Unless a body of this type bears the name "PACO", it is not an original, nor is it genuine, and it is a direct infringement on the above patents. All such infringements will be prosecuted under the federal patent laws.

MODEL 22

MATERIALS As far as the materials are concerned, Model 22 is exactly the same as Model 21. In this body the same high-grade materials are used throughout and the same careful workmanship is used in constructing this the best possible body for the money. Weight, 265 lbs.

SPECIFICATIONS In general, the specifications for Model 22 are the same as in Model 21, but there are a few differences which also have the difference in the shape of the bodies and the difference in price. The seat in Model 22 is not divided; it is 27 in. wide, 20 in. high and 17 in. deep; well upholstered and comfortable. The rear end is of the distinctive French type, being pointed and double mounted at the corners. The gas tank and pressure system is as furnished with this model and the regular Ford gas tank is used. This model is constructed the same as Model 21, and complete illustrations are sent with each body.

SPECIAL PACO ACCESSORIES

Send ship for wheels—Mushy sport top—PACO STEEL EXHAUST PIPE and RADIATOR SHIELD.

These items are sent furnished as a regular equipment on other models, but can be furnished as a small additional cost. Prices on these items will be sent on request.

The Paco Exhaust

The PACO EXHAUST PIPE is another one of the exclusive features that have brought this line of racing bodies to such universal popularity among that class of Ford owners who were there to be in the line of the Ford. This exhaust pipe adds to the "Racer" appearance of the body a touch which nothing else will give, and when driving on the road it increases your power and speed and makes of your Ford a genuine racing car.

The exhaust pipe is an added feature, not included in the stock models or the regular equipment, but it is worth every cent of the slight additional cost to any one who wants the very latest racing body that can be had. The exhaust pipe can be attached to either a Model 21 or 22 and prices covering the same will be furnished on request.



for
1920

Order Yours TO-DAY

Under ordinary conditions we require a week to ten days to ship PACO Bodies. Special Rush orders can be handled in less time. A deposit of \$100 is required with each body order; must not be returned with return of the body.

You can not make a mistake in buying our PACO products. We absolutely guarantee if all our goods to be exactly as represented, or your money will be refunded. When you place your order, 25% discount may be obtained. All prices include mailing P. O. B. Price, 12. Shipping weight of bodies shown is approximately 215 lbs. Send to your order today and to sell more prompt and careful attention.

PACO MANUFACTURING CO. Peoria Ill.

Plate 16. This page is from a large color brochure from 1920. This brochure provides some specifications and dimensions. It also tells about the Models 23 and 24 which were designed to use regular Ford fenders.

original pedal fittings. Only two cars with Model 22 bodies have survived on the chassis on which they were likely originally mounted. Both of these cars have holes cut in the fire wall so one can stick his feet through and work the pedals. This appears to be a very unsatisfactory arrangement, and is probably not factory correct.

I decided to mount a new cross shaft to the frame—six inches back from the pedals, mounted on the hogs head. I mounted three new pedals on this shaft and ran rods from these pedals up to the original pedals. The heads of the original pedals were then cut off. This system works very well but may not be the way it was done originally.

One of the existing complete cars appears to have used the longer

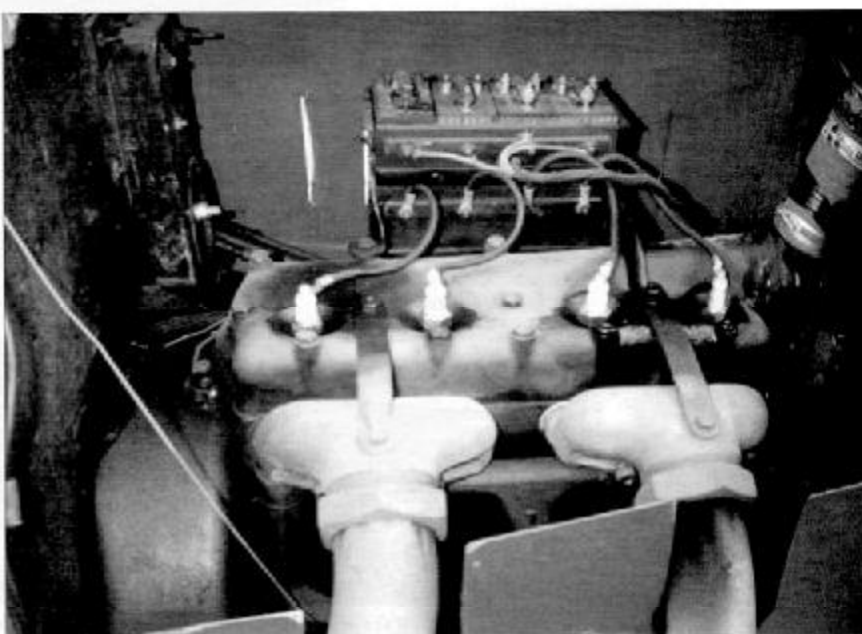


Plate 17. This plate shows the castings that bolted to the stock Model T engine to make up the outside "PACO exhaust" shown in several ads.

PACO *snappy* RACING BODIES for FORDS



1922 Paco Models surpass in design, manufacture and finish. Paco Bodies make a rakish, classy and COMFORTABLE speedster out of your Ford. And you'll be pleasantly surprised at the

NEW LOW PRICES

for the 1922 line. Our complete descriptive literature shows wide selection to choose between. New Paco "covered" model is ideal for colder season. Installation simple. Write today for literature and facts. Some desirable territory still open.

PACO MFG. CO.

Dept. 205
PEORIA, ILL.



Plate 18. From the February 1922 issue of *Ford Owner and Dealer*. It is the last known ad showing what appears to be the Model 23 or 24 bodies.

Plate 19. This is the last known PACO ad. It ran in the September 1922 and February 1923 issues of *Ford Owner and Dealer*. It introduces a new Model for 1923 called the Palster. It appears to be last ditch attempt to generate sales since it was priced at \$58.00 which was about half of the price of the old models.

FORD OWNER and DEALER September, 1922



PACO

New 1923 PACO BODY for Ford Chassis is ready. Snappiest, speediest design made.

Prices lower than ever before, only \$58 complete.

Can be mounted quickly by any one with little mechanical ability. Order direct from this advertisement or write for literature on model 58.

PACO MFG. CO. Dept. B, PEORIA, ILL.

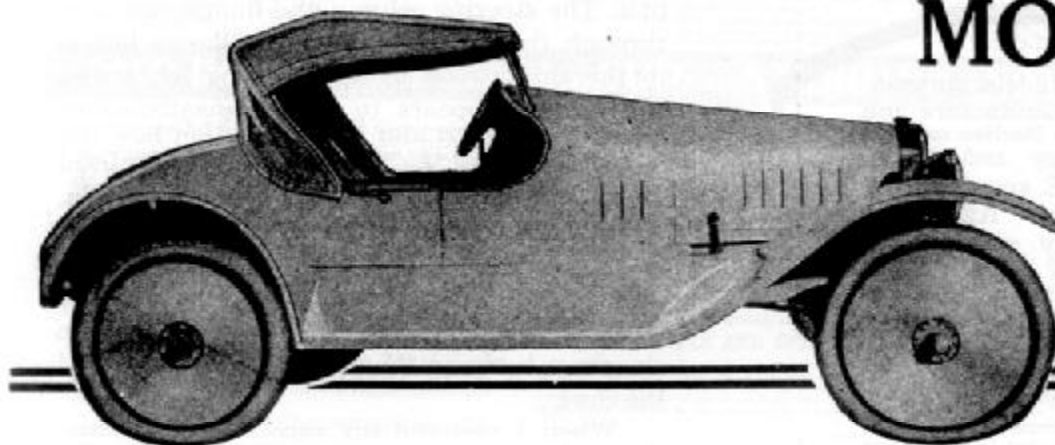
Torpedo roadster steering column. A hole big enough for the steering column flange to go through was cut through the firewall, and a two-to three-inch thick block of wood was mounted on the engine side of the firewall just above the hole. The steering column and flange extended through the large hole and the flange bolted to the thick wood block with one lag screw. Again, this appears to be an unsatisfactory mounting method and is probably not how the factory designed it. The steering column used on the other known complete car is unknown. It should be noted that the PACO ads show the stock Ford steering wheel mounted upside down on the steering column (Plate 23). The steering wheel was mounted like this to provide clearance between the steering wheel rim and the cowl.

When I restored my cars, I removed the rivets from the steering column mounting flange, rotated it 180 degrees and re-riveted it. The angle of the rotated flange now lines up perfectly with the pedal riser board and can be easily bolted to it. With the flange bolted to the riser board and the steering wheel mounted upside down, the regular Ford steering column is just the right length to provide adequate clearance around the cowl. A six-inch extension must be attached to the steering shaft and a wedge must be placed under the steering arm mounting bracket where it bolts to the frame. This method makes a very nice mounting method and I suspect that may be the way the factory did it.

Since my body appears to be a late style built during or after 1919, I mounted it on a 1922 chassis. The car is painted Stutz yellow with brown upholstery. It is equipped with a Fronty Model R cylinder head, a Zenith side draft carburetor, and a full pressure oil system. The chassis is equipped with Pasco wire wheels, Hartford friction shock absorbers, AC external brakes, and a Ruckstell axle with 3 to 1 gears (Plate 24).

About 10 years ago some friends of mine came rushing up to me at the Chickasha spring pre-war swap meet and dragged me to a vendor's stall where the

—announcing another PACO MODEL



with PACO Sport Top and Windshield

Another classy design has been added to the famous PACO Line of Bodies—a model with a rakish windshield and a sporty looking mohair top which adds considerably to the snappy, smart appearance of the PACO. Although the PACO adds speed to your car—it is a comfortable, easy riding roadster. Equipped with Paco windshield and the Paco Sport Top, you are ready for touring or driving in all kinds of weather.

Get YOUR Car Ready for— Summer Driving

The country is calling you—the speed paths beckon. Now is the time to get the old car ready. Remember the PACO fits any regular Ford chassis. It is a complete body. You can turn your car into the classiest roadster in town this summer. Every one will admire your PACO. Get in the PACO class this summer.

EXCLUSIVE SPEEDSTER



There is only one genuine PACO. That is manufactured by us. We are the patentees, sole owners and sole manufacturers of this type of racing body. Paco Designs are fully covered by United States Patents, Nos. 50,219 and 50,448. There may be numerous speedster bodies—but only ONE PACO, with its exclusive style and design.

Write TODAY for FREE Circular—

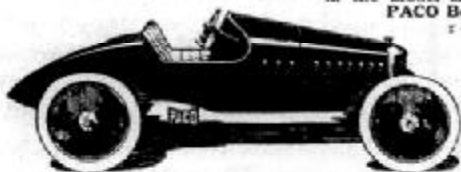
FREE Circular will be mailed on request. Write today for complete description of PACO Bodies and illustrations from actual photographs.

PACO Bodies are built in a variety of models.

See the exclusive PACO Features.

PACO—Model 22

is a popular PACO Body. It is distinctively foreign in appearance. Long streamline hood that blends into cowl. Best of materials used in the Model 22 as well as all PACO Bodies. Fits any regular Ford chassis. Shipped complete, all ready to attach.



PACO—Model 21

is the most complete racing roadster body of its type made. Rear end is torpedo shaped. Equipped with 15 gallon gas tank with pressure pump and gauge. Illustration above shows Model 21 equipped with the PACO Exhaust Pipe, another Paco extra feature.



PACO MFG. COMPANY Dept. M **PEORIA, ILL.**

When Writing to Advertisers, Please Mention Motor Age

Plate 20. This May 6, 1919 ad in *Motor Age* announced the new windshield and a mohair sport top, and is the only known picture of this style top and windshield.

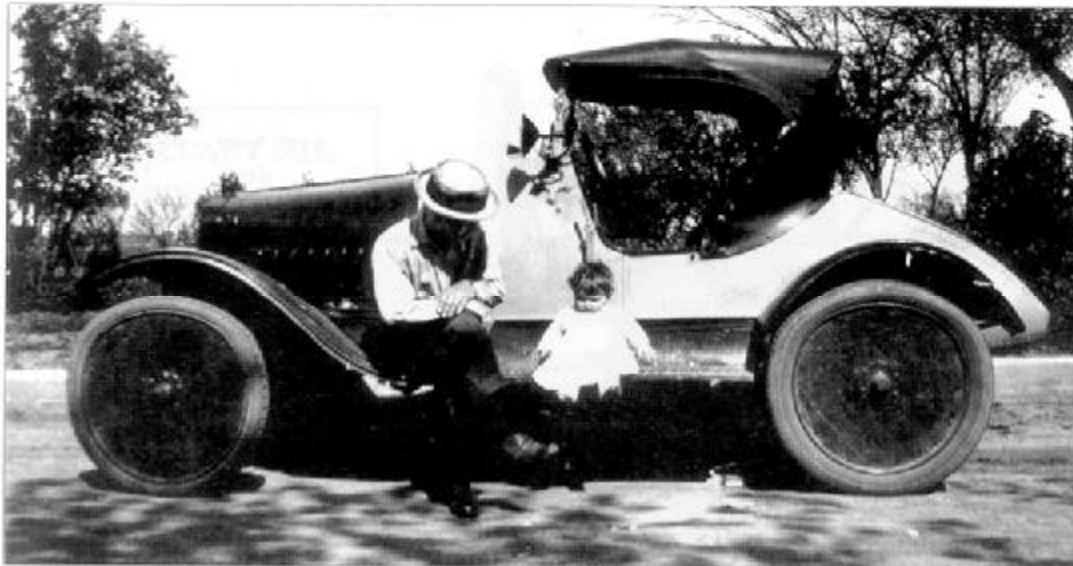


Plate 21. This picture is known to have been taken about July 1919. It shows a Model 23 with stock Ford fenders and a two piece fold out windshield. Also shown is a folding top mounted to brackets standing above the top edge of the body.



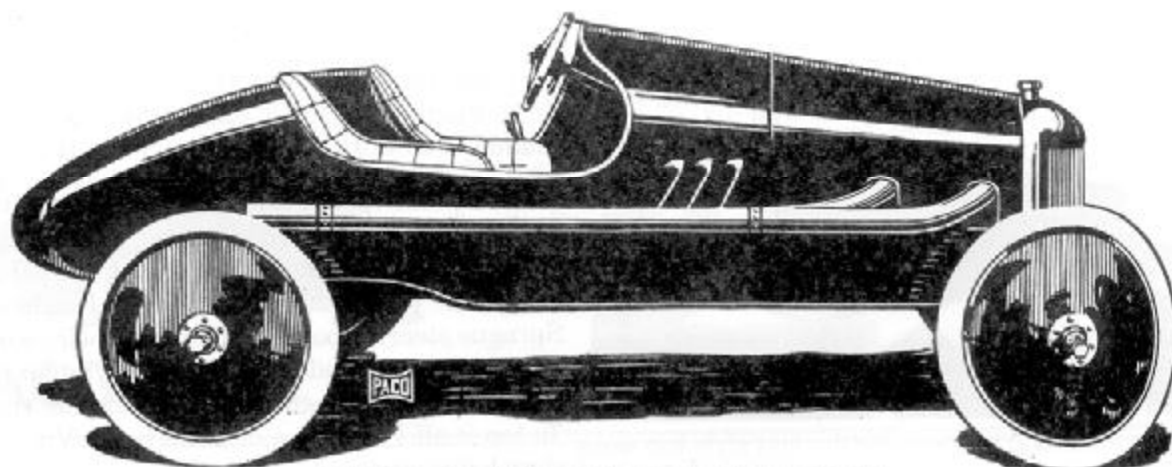
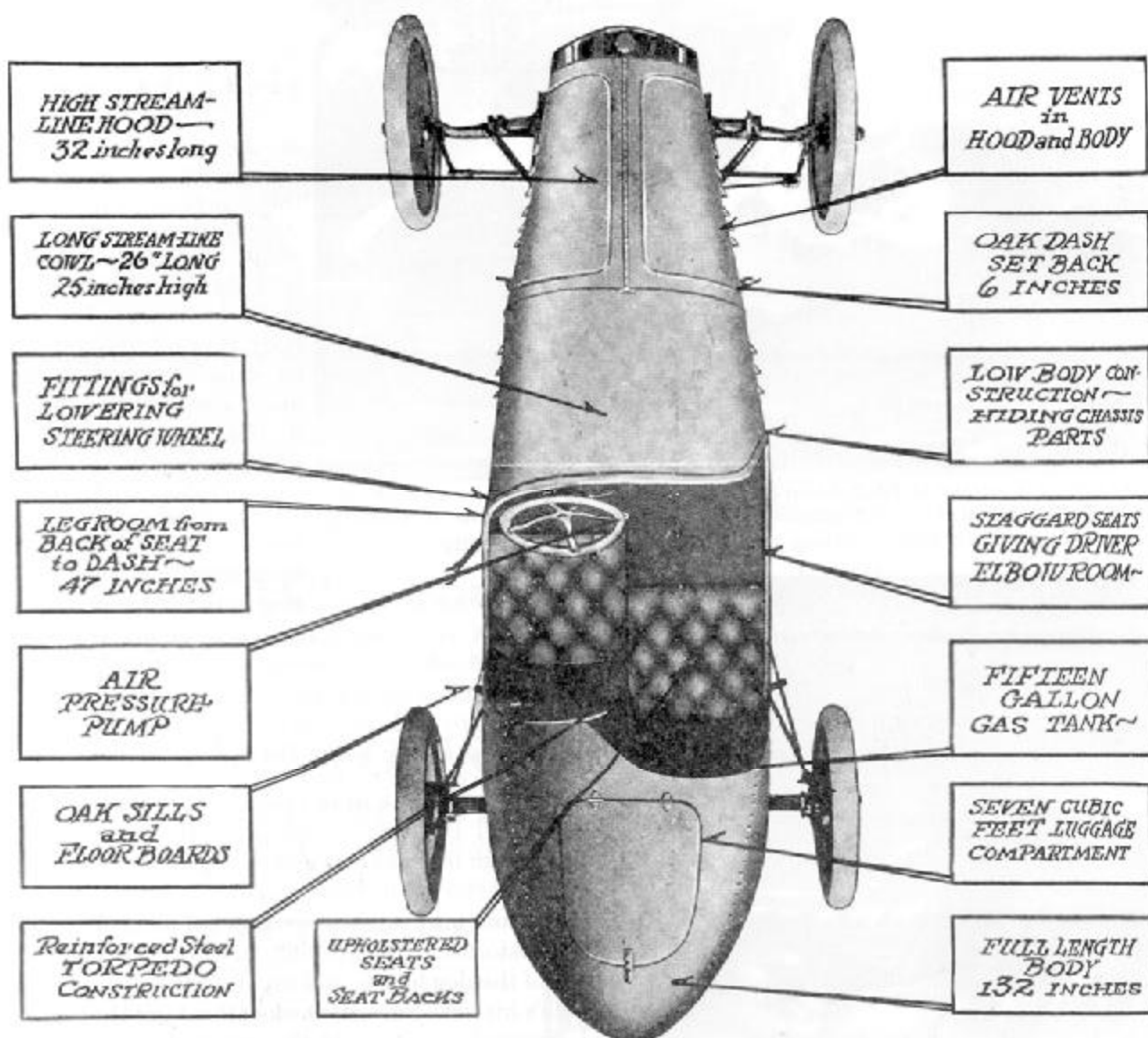
Plate 22. The top mounting brackets for the first style top were riveted to the angle iron molding that covers the edge of the cowl sheet metal. Note how the bracket on the driver's side curves.

remains of a speedster body were found. None of them knew what it was and they hoped I could identify it. Most of the cowl had been cut away, but most of the "torpedo" tail was there. Based on the shape of the torpedo I told my friends that it might be an early PACO body. However I couldn't be sure because I had never seen anything like it. The asking price was much higher than I was willing to pay, and I had little interest in building another speedster. (I should say my wife had little interest in my building another speedster.)

About three days later one of my friends called and asked me to come by his shop because he had something for me. When I arrived I was surprised to find the beat-up old speedster body I had seen at the swap. He told me that as the swap was ending he had approached the vendor and offered him half of the asking price for the body and the vendor accepted. He brought it home with the idea of browbeating me into taking it and restoring it. Needless to say, I bought the body from him and have completed about 70% of the restoration. (I have only just recently moved out of the dog house, and my friend is still on my wife's hit list.) Several weeks after I got the body I received a picture of the car that was taken about 1917 (Plate 25). The picture verified that it was a very early PACO body with air scoops on the cowl, and a V-style radiator. Additional research indicated that it was likely built before June of 1916. The fact that it had an undivided seat like the initial design patent may indicate that it could have been built in 1914 or 1915.

I discovered some dark green paint in a hidden area of the body and believe that is the original color. The body has extensive cream colored pinstriping and the words "My Pal" are painted on the splash shields. The body will eventually be mounted on a correct 1914 chassis equipped with Laurel lowering brackets, a Sprague steering box, and Universal wire wheels. I have a Laurel Model BB 16 valve cylinder head, and a Laurel magneto side-drive for the engine. To top it off I found an original brass V radiator that looks very similar to the one the car was originally built with. The chassis has been painted a dark green similar to the original color.

POINTS OF INTEREST—1921 MODELS



MODEL 21, WITH EXHAUST

Plate 23. This page is from the 1921 sales brochure. It provides the most details of any of the PACO literature. Note that the steering wheel is turned upside down.



Plate 24. This is a current picture of my restored late-style PACO speedster.

The body will be painted to match and cream pinstriping will be applied in its original location. This is going to be a beautiful car when completed and I am anxious to get it finished.

To date I have tracked down nine Model 21 bodies and four Model 22 bodies. It is a shame that there are not more because I think they are the best looking of all the special bodies ever built for the Model T. The early body I own appears to be the only known example of the early style. Two Model 21 bodies are known that are equipped with windshields with the cross-shaped mounting brackets. Five of the Model 21 bodies do not appear to have ever had a windshield or top. My yellow car is the only one I have found that was equipped with the later style windshield and top. Unfortunately all the top and windshield pieces are missing. I know of no examples of the 'Grey Eagle' racing bodies or the Palster bodies. □



Plate 25. This picture was taken in 1917 and shows the early PACO speedster currently owned and being restored by the author. Notice that the chassis was not lowered when this picture was taken.