Specifications Form-a-Truck Attachment

CARRYING CAPACITY—2,000 pounds.

FRAME—Length 168 inches, width 32 inches. 4-inch channel, rolled steel.

AXLE—2x1⅝ inches. Roller bearings.

SPRINGS—Semi-elliptical, 2 inches wide, 42 inches long, 10 leaves. Bumper cross spring.

WHEELS—Heavy Artillery type, twelve 2-inch spokes. 32x3½ inches.

TIRES—Firestone solid rubber, 33x3½ inches. Equipped with Firestone removable rims.

GEAR RATIO ON SPROCKETS—20 teeth on jack shaft, 42 teeth on rear.

DRIVE—Baldwin chains. Heavy rollertype. ¾-inch diameter roller, ⅝-inch wide, 1¼-inch pitch.

BRAKE—Emergency on rear wheels, expanding type in drums operated by hand lever. 12-inch drum, 2½-inch shoe, fibre lined.

LOADING SPACE—9 feet or more back of seat, depending upon body.

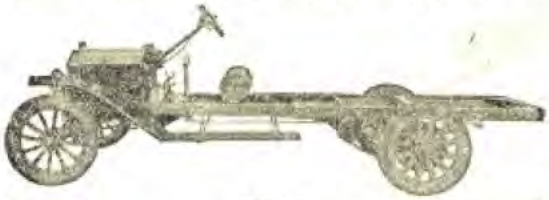
WHEEL BASE—When attached to Ford chassis, 125 inches.

TREAD—56 inches, center to center of wheels.

WEIGHT—Form-a-Truck attachment, 1,000 pounds. Attached to Ford chassis complete, 2,000 pounds.

FORM R

A FORD CAR and will FORM-A-TRUCK $350



THE

Form-a-Truck

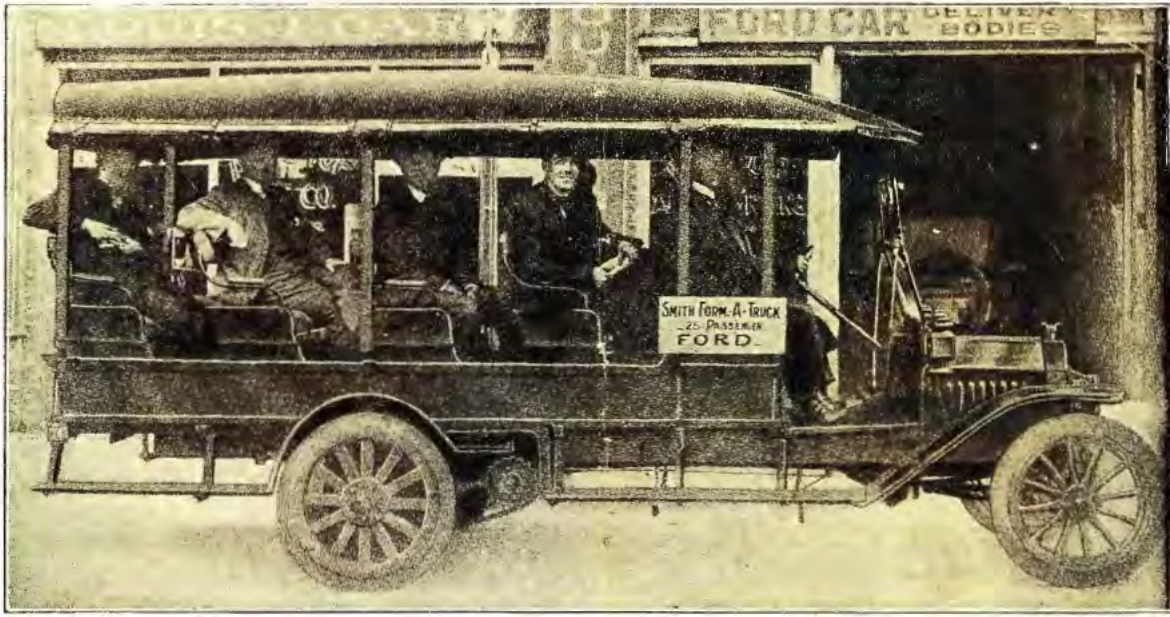
Makes a One-Ton Delivery Truck When Attached to a Ford Chassis

IT SOLVES THE DELIVERY PROBLEM

Just think of the possibilities of a delivery truck with the dependability, simplicity and low maintenance cost of a Ford, and the strength and carrying capacity of a high standard one-ton truck! AND AT PRACTICALLY ONE-HALF THE COST! It solves the delivery problem for the great mass of retail and wholesale merchants, contractors, etc., in fact all business men who want quick delivery at the lowest economical cost

EDGAR B. CASE

GRANBY, CONN.



Stage Running Between Livermore and Tracy, Calif.

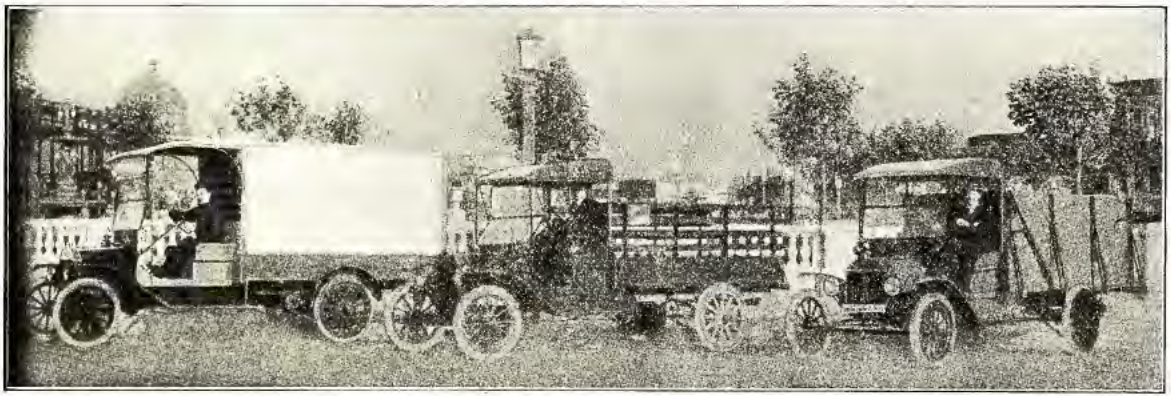
Ford runabout or touring car, the body of which is beginning to show wear, and the purchase of a new car is contemplated, is now given the opportunity to convert it into a useful truck at the small outlay of $350. Just think of getting the famous Ford efficiency and economy, and the sturdiness of a high standard one-ton truck without the expenditure of $1,500, the average price of a one-ton truck! If you have a Ford car and need a one-ton truck, here is your opportunity to effect a big saving. Take advantage of it.

Investigate the Form-a-Truck Now

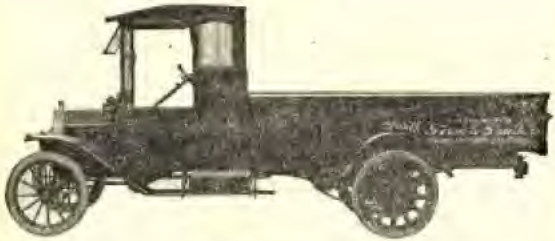
Every business man who is studying the cost of his delivery system, and wants economical and quick delivery, should investigate the Form-a-Truck immediately. It is the first practical light-weight one-ton truck ever produced and is without a rival in the field. It cuts down the cost of delivery to the lowest possible figure. There isn't a one-ton truck manufactured in the world today that can compare with it in low cost of purchase and low cost of maintenance. It is the solution of the delivery truck problem. Drop us a line, call or telephone, and we will be pleased to give you a demonstration at your convenience.

Bodies Are Carried in Stock Now by Several Body Manufacturers

An Illustration of What the Ford and Form-a-Truck Can Do on Steep Hills



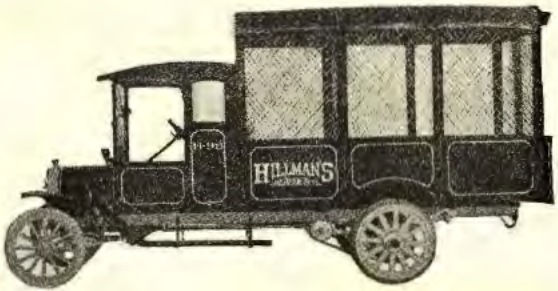
Three Form-a-Trucks Doing Heavy Duty in San Francisco

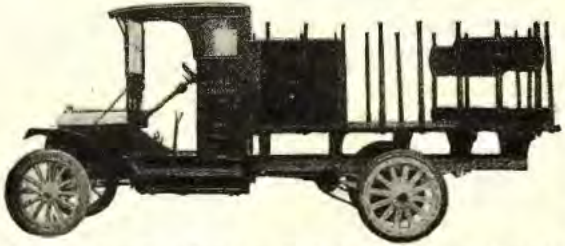


the market today, without any exception. The cost of operation is but a fraction over the cost of operating the Ford delivery car. In the Form-a-Truck you secure Ford efficiency, Ford simplicity and Ford economy with the *carrying capacity of a one-ton truck!* It fulfills in every way the requirements of almost ninety per cent of business men who need a one-ton quick delivery truck.

Convert Your Used Ford Into a One-Ton Truck

One great field of usefulness which makes the Form-a-Truck exceedingly popular with business men is its adaptability in converting used Ford cars into one-ton delivery trucks. Every owner of a





The Ford Runabout Body May Be Left on Chassis and Open Express Body Placed on Rear at Little Cost

Two of These Form-a-Trucks Haul the Mail at Racine, Wis.

The Form-a-Truck has now been in use two years, and is giving absolute satisfaction. There are over one thousand in actual use, demonstrating conclusively their practicability and usefulness.

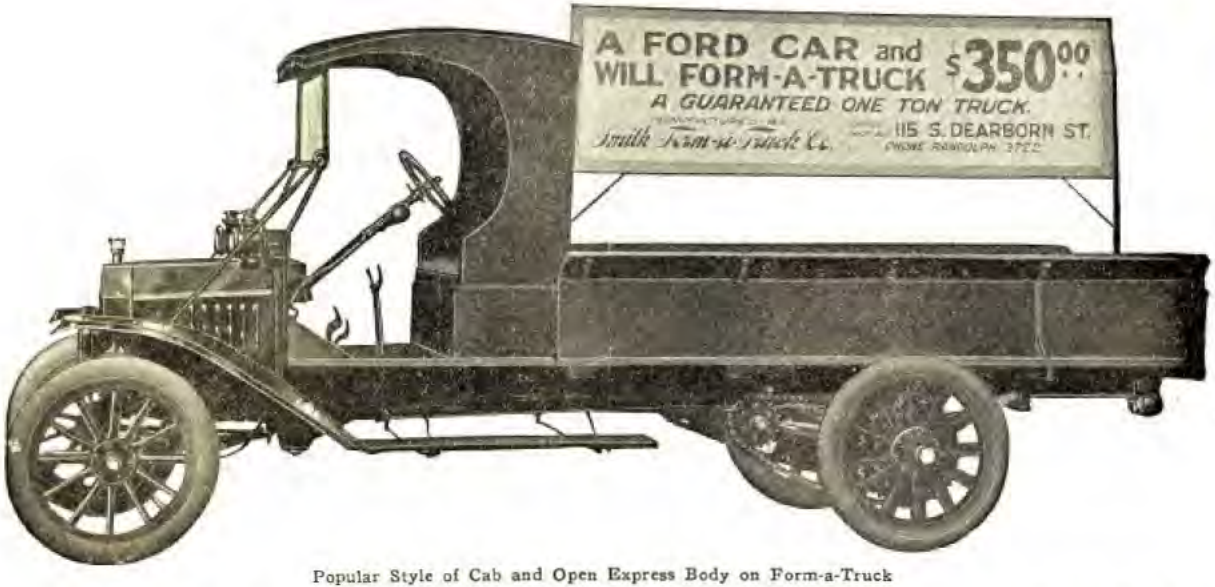
The Form-a-Truck attachment is guaranteed by the manufacturers—Smith Form-a-Truck Co., Chicago—against defective material or workmanship for one year.

The Ford Is Most Popular Light Delivery Car

The popularity of the Ford as a little delivery car for light loads is growing tremendously, and thousands are now seen in the streets of the large cities. But the regular Ford chassis only permits a small package space back of the seat, and is therefore limited in the delivery purposes to which it can be used. Its carrying capacity is but 800 pounds. The Ford Motor Company makes only one size of chassis, and is enabled to turn out such a quantity of cars annually at such a low price because its entire efforts and production are devoted to this one size.

The Ford delivery car has won the merited distinction of being without any exception the most economical motor delivery in handling loads of less than one-half ton. No other make of car can approach anywhere near it in low cost of operation and up-keep. It stands without a rival in this field.

This very fact makes the Form-a-Truck with Ford chassis the most economical *one-ton truck* on



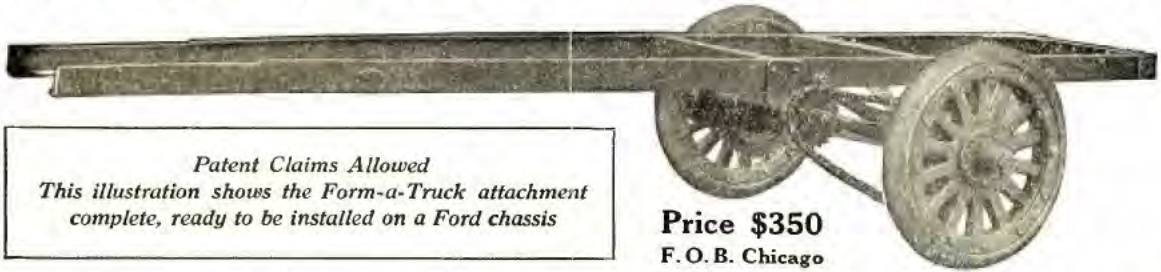
Popular Style of Cab and Open Express Body on Form-a-Truck

and at the side, and at the rear the Ford frame is riveted to a steel cross member on the Form-a-Truck frame, insuring great strength and rigidness. The new frame is supported in the rear by carefully designed springs resting on a solid 2x1⅝-inch axle, equipped with roller bearings and heavy truck wheels with Firestone solid rubber tires. There is a heavy relief or bumper cross spring over the axle to take care of overloading.

The Form-a-Truck is so designed that practically 90 per cent of the load is carried by the rear axle, and only about 10 per cent of the load is carried on the Ford front axle and wheels, which is far less than when used as a touring car. The rear axle assembly of the Ford is converted into a jack shaft and rigidly attached to frame by especially designed hangers. The Ford wheels are replaced with heavy sprockets which transmit the power to the rear wheels by double side chains. Emergency brakes, ample to handle loads on heavy grades, are provided on rear wheels. This combination produces a solidly built one-ton truck with the simplicity, dependability, and low maintenance cost of a Ford delivery car.

Every piece of material entering into the construction of the Form-a-Truck is of the highest grade, and the parts are assembled and rigidly constructed by high-class mechanics. The same careful attention to detail, mechanism and workmanship is exercised as in the construction of high-priced motor trucks.

The Smith Form-a-Truck Attachment



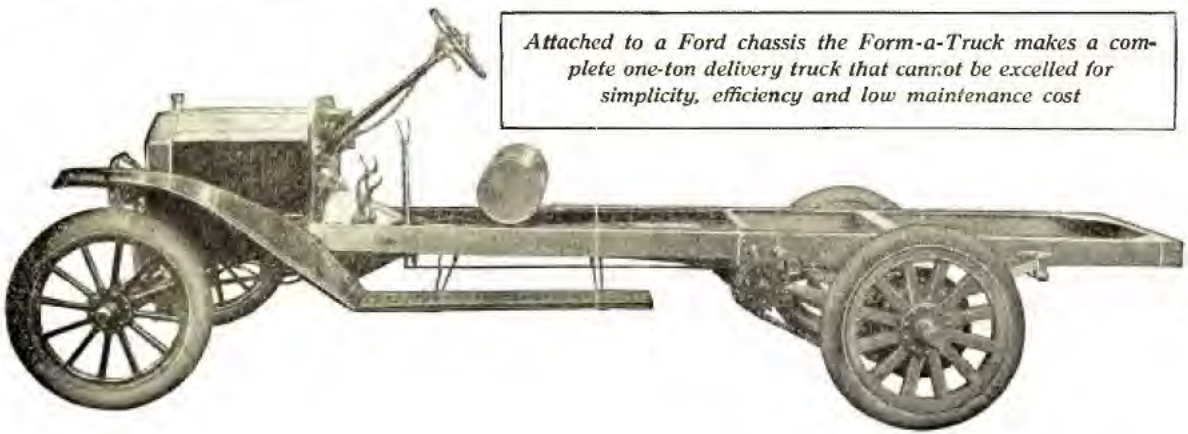
Patent Claims Allowed
This illustration shows the Form-a-Truck attachment complete, ready to be installed on a Ford chassis

Price $350
F. O. B. Chicago

THE Form-a-Truck attachment makes a complete one-ton delivery truck when installed on a Ford chassis. The retail price is $350 f. o. b. Chicago. It forms practically the rear half of a motor truck. The frame is 14 feet in length and when attached to a Ford chassis, gives a body space of 8 feet 10 inches back of the gasoline tank. The method of attaching makes the Ford frame a sub-frame, and gives the combined frame far more strength and solidity than the original chassis of the car.

The Ford engine and transmission are the equal, if not superior, to any on the market today, but the frame and rear axle assembly are not intended for "dead weight" loads. The Form-a-Truck takes advantage of all the Ford good qualities and adds to them a truck attachment that will carry "dead weight" loads of one ton and over.

From the accompanying illustrations you will notice the Form-a-Truck frame of 4-inch channel steel telescopes and reinforces the Ford frame. The two frames are bolted directly together at the front,



Attached to a Ford chassis the Form-a-Truck makes a complete one-ton delivery truck that cannot be excelled for simplicity, efficiency and low maintenance cost