

Brush Runabout D - Schnauferl USA - 1909



This is the Brush Runabout D. The Brush Runabout company was founded by Alanson Partridge Brush in 1907 in Detroit. Before that he worked with Henry Ford in his first enterprise.

Brush designed a lightweight automobile with a wooden chassis, friction gear and expansion springs on all four wheels. Before the Ford model T took over the low price market there were several Runabouts but the Roadster has some interesting features that are testimony to the ingenuity of its inventor.

It was powered by one big water-cooled single-cylinder engine. The car was fitted with gas lighting: two headlamps and one taillight.

The frame and axis were built from oak, hickory and maple wood. They were either painted in appointments color or left unprocessed. The horn was attached to the hood and connected to a rubber ball, next to the driver, through a long tube.

At the back of the vehicle there was a small trunk in a drawer that was hidden under the seats.









Brush, who also designed the first Oakland that preceded the Pontiac, and participated in the construction of the Cadillac single cylinder engine, designed his engines with a unique feature: The cylinders rotated counter clockwise instead of clockwise, like any other engine.

This design made sense to Brush, since such an engine was safer to start by a right-handed person. A kick-back by the crank handle was a major risk, when starting an engine that quite often resulted in broken thumbs or even arms, especially when the ignition had not been set to "late".

In 1912, Francis Birtles was the first driver to cross the continent of Australia from west to east in a Brush.



The single cylinder engine with water cooling had a displacement of 1020cc and a capacity of 10hp.









