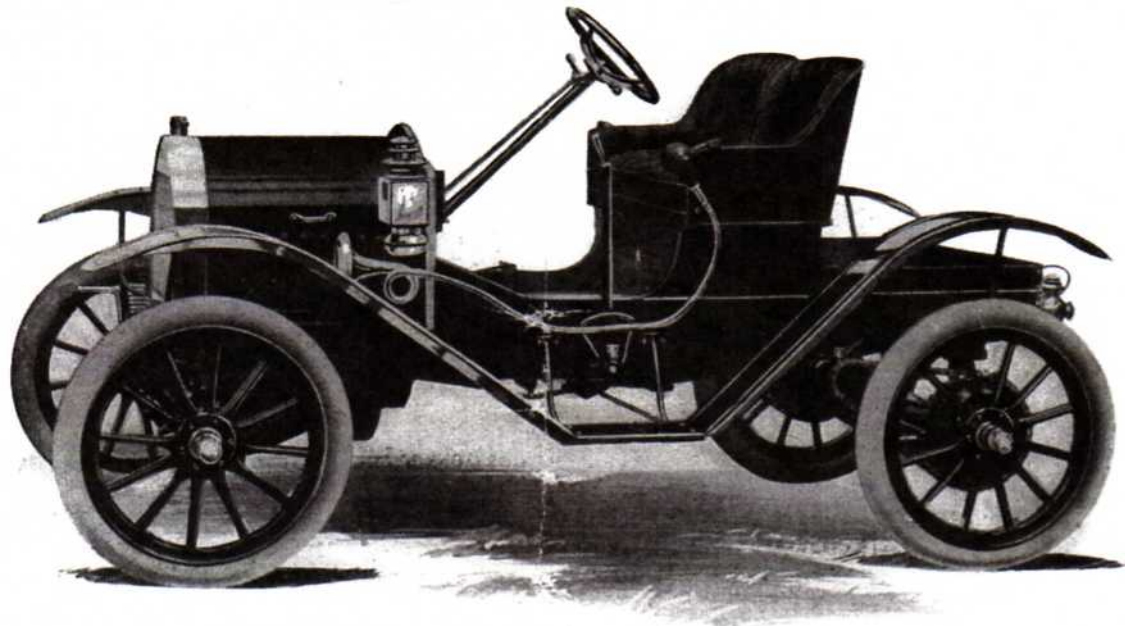


Everyman's *The Brush Runabout* Car



BRUSH RUNABOUT COMPANY, DETROIT





MODEL D

PRICE \$485

We want you to investigate and satisfy yourself as to the truth of these statements—then see the Brush at our nearest dealers.

You will find the Brush so simple in design that all parts can be made strong enough to stand as rough usage as any automobile in existence.

You will find the best of materials, each piece selected for the function it has to perform.

You will find the workmanship on the vital parts—the parts that mean the success or failure of an automobile—to be as good as on cars selling for ten times as much.

You will also find that the finish and upholstery compare favorably with the high-price cars.

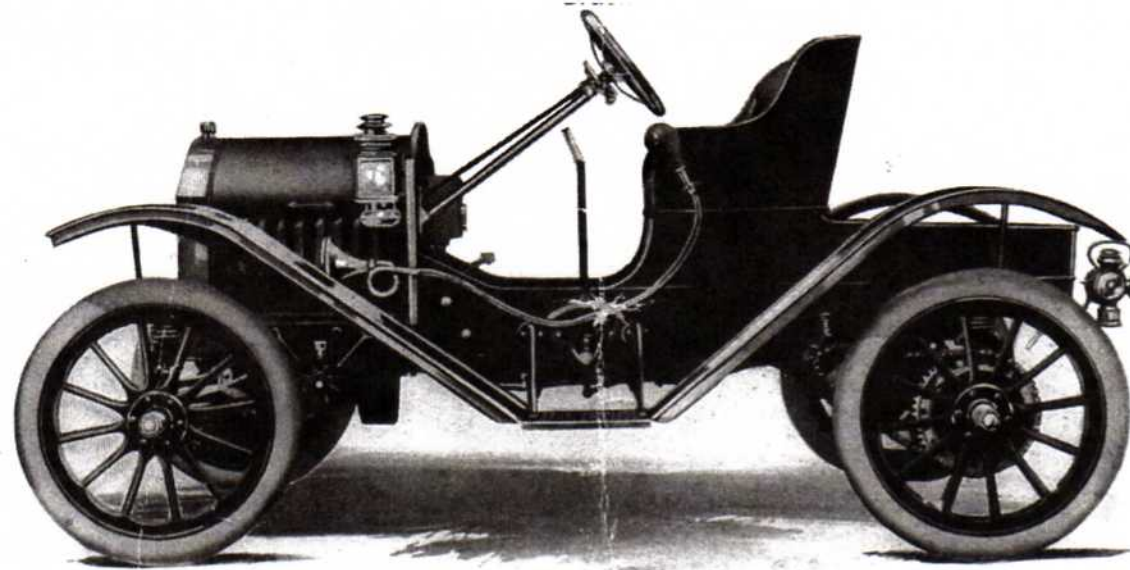
When you are examining the Brush please notice how simple is the control mechanism—how easily the car is operated. One of our users recently said, “We have a touring car which we use a great deal, but we call the Brush our ‘Family Car’ because all of us drive it. I believe it covered twice as many miles as our large car last year.”

This is but one of many hundreds of voluntary testimonials to Brush adaptability and usefulness. These tributes come from all parts of the world—from all classes of people.

The Merchant

The merchant buys the Brush because it will do so much more work than a horse and buggy, or





MODEL D 24

PRICE \$ 5 0 0

wagon, at so much smaller cost. He also considers the item of depreciation, which is a great deal less in proportion in the Brush than in any other automobile.

The Physician

With the physician the question of dependability is the first consideration. He must have a means of transportation which he can rely upon absolutely. The Brush is always ready to go and that is why hundreds of physicians everywhere are using it.

The Contractor

The contractor realizes the convenience of a small car which will take him just where he wants to go regardless of road conditions. He appreciates the time saved by getting through crowded streets quickly.

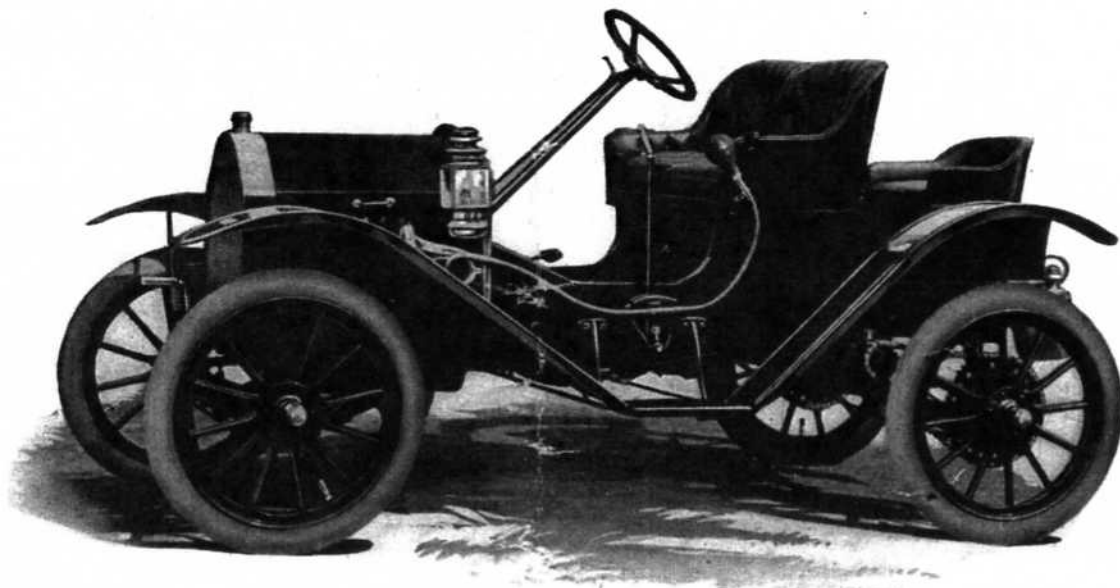
Corporations

Many corporations which keep an accurate record of the cost of all methods of transportation their business requires, buy the Brush on a dollars-and-cents basis. Hundreds of gas, electric light and telephone companies use the Brush. Even the manufacturers of some of the larger cars are using the Brush. The Chalmers Motor Company, Detroit, uses six.



The Salesman

Any city or country salesman who doesn't use an automobile, will testify as to the amount of time he loses in getting from one customer or



MODEL D 2 8

PRICE \$ 5 0 5

prospect to another. The successful salesman, the one who can always find employment with a competitive concern, is the one you will see driving the Brush. It appeals to him because it can actually be operated for less money than he formerly paid for car fare or livery hire; because it enables him to do business with twice as many people.

The Farmer

The farmer looks at the Brush as an investment; he looks at most other automobiles as luxuries. Some farmers are buying touring cars for pleasure alone—these buy the Brush for business. Its convenience, as well as the saving on their large cars, appeals to them as does an agricultural implement which effects a saving of 25 per cent over old methods. Hundreds of farmers who do not feel that they can afford to maintain a large car find the Brush an ideal automobile for both business and pleasure.

The R. F. D. Carrier

Regardless of road and weather conditions, the R. F. D. Carrier must cover his route 312 days in the year. He must have some means of transportation, but his income is such that he is compelled to take advantage of every possible saving. Up to the time the Brush was tried for this work, the horse and wagon was the only means of transportation considered practical. During the past two years many carriers have bought the Brush, which has not only proven more economical than the horse-drawn vehicle, but the use of the car gives the owner at least half of his time for other work.





MODEL D 30

PRICE \$ 5 1 0

The Suburbanite

The suburbanite who uses the Brush is absolutely independent as far as all other modes of transportation are concerned. When he is ready to leave home in the morning, he is not delayed by a tie-up on the street car line or railroad. When his day's work is done, he doesn't have to hang to a strap in a foul-smelling street car or train. He gets the benefit of a ride home in the open air which refreshes him and gives him an appetite for his evening meal.

The Young Folks

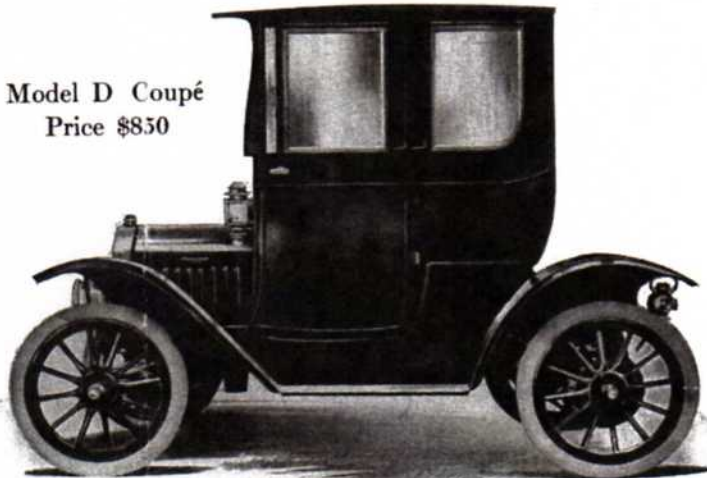
The young folks want a good-looking car and must have one that is easily controlled. The Brush not only meets these conditions admirably, but offers a delightful form of outdoor life at very slight expense.

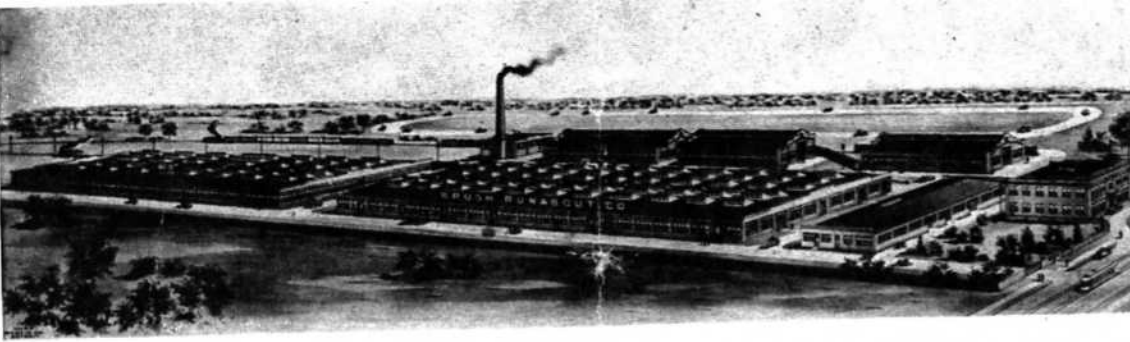
Yourself

After finding out all about the Brush, apply the results of your investigation to your everyday life. Figure out in dollars and cents what it would mean to you to own an absolutely dependable little motor car which you can operate for *one cent a mile or even less.*

In the foregoing paragraphs we have shown why the Brush is especially adapted to the use of certain classes, but its dependability, low cost of maintenance, simplicity and low price make it really "Everyman's Car."

Model D Coupé
Price \$850





E V E R Y M A N ' S C A R

ONE of America's foremost advertisers recently said, "Unless the Brush Runabout Company quits advertising their product as 'Everyman's Car' they will soon lose their identity and the car will be known by that name." How near he came to hitting the bull's-eye he may never know or care, but the fact is that this wonderful little car is the talk of homes, clubs, hotels, factories,—wherever automobile topics are discussed. Everywhere it is being referred to as "Everyman's Car."

We call it "Everyman's Car" because it is being used by men who make less than \$1000.00 a year, by men whose annual income is more than \$25,000, and by companies whose annual profits are more than \$1,000,000. America's merchants, physicians, contractors, corporations, salesmen, farmers, R. F. D. carriers, suburbanites, young folks—in fact, people in all walks of life are using the Brush for both business and pleasure.

What has recommended this particular car to these discriminating buyers, many of whom are capable of purchasing what is best suited to their needs regardless of price? Would they be actuated or influenced by price alone?

Considering the price, many people would naturally say it is the principal reason for the popularity of "Everyman's Car"—but it isn't. Price has undoubtedly been a factor, but the greatest reason for the success of the Brush is its dependability. This is especially true in the case of the man who uses an automobile in his business or profession. He must have a car which he can depend upon all the time.

Assuming that this circular is to be the only talk we will have with you regarding the Brush, let us start right by asking you to think right about this distinctive car. The Brush is the only car that is different from all others and still a proven success.

The Brush is not an imitation nor an adaptation of any of the large cars built for pleasure alone—all other low-price cars are. Many of them are excellent pieces of machinery, but they have all the complications of the large cars after which they are patterned. Their parts are necessarily so small that they cannot stand the severe and unusual strains to which all automobiles are subjected.

S P E C I F I C A T I O N S

MOTOR—10 horsepower, balanced single cylinder, four-cycle, vertical, 4 x 5 inches, water-cooled; located in front, under hood; every part instantly accessible; three-point suspension.

BALANCING—After balancing by the usual counterweights, one extra loaded balance gear, driven by a crank-shaft gear is applied, the result of which is to take out all of the vibration due to reciprocating weight and in addition most (or at times all) of the torque vibration—theoretically in better balance than a four-cylinder motor.

TRANSMISSION—Internal gear type, perfectly quiet; multiple disc clutches for high, low and reverse; entirely enclosed and absolutely oil-tight; driven through universal coupling shaft.

COOLING—Mercedes type radiator, on Briscoe thermo-syphon system, eliminating pump.

DRIVE—Bevel gears 15-tooth and 24-tooth to countershaft, double side chains to rear wheels; 16-tooth sprockets on jackshaft, 50-tooth on rear hubs; bevel gear set and differential are located and run on four very ample ball bearings.

CONTROL—Single hand-lever of selective action for all speeds; spark and throttle under steering-wheel; foot-pedal releases clutch without touching the hand-lever, and also applies the brake. This clutch release lever is one of the nine features of the Brush and is found on no other low-priced car.

STEERING GEAR—Another exceptional feature; internal reducing spur gear, slow and powerful at straight-ahead and accelerating as the wheel turns; entirely enclosed and oil-tight.

AXLES AND FRAME—Oil-treated, selected wood, oak, hickory and maple; wonderful for strength, durability, lightness and flexibility.

SPRINGS—Spiral, located at extreme four corners; absolutely the easiest riding springs on any car and mechanically impossible to break.

BRAKES—Internal expanding in rear sprocket hubs; larger than on most cars of twice its weight.

WHEELS—Artillery, with 28 x 3 inches pneumatic tires.

WHEEL BASE—80 inches.

TREAD—56 inches; for Southern trade 60 inches.

EQUIPMENT—Tools, tire kit, 3 oil lamps and horn.

COLOR—Maroon, except coupé.

BODY—Divided seat; trimmed in high-grade leather. Platform on rear. Six special bodies, as illustrated on the preceding pages, furnished on order as follows: rear platform with steel tool box; rear compartment with removable steel deck; single or double rumble with wooden tool box; roadster; coupé.

SPEED—35 miles an hour; except roadster, which has special gearing.