

## Russell's Bartholomew car takes a joy ride on the streets of London, England for its 100th birthday.

The Bartholomew car was built by George Edison Bartholomew of Russell, New York back in 1902. George was a man of many talents. He was a clock builder, jewelry maker, photographer, and inventor who liked to tinker. He once saw a horseless carriage in Gouverneur, New York and decided to build his own carriage. In the mid-forties, George and his wife, Lil Bartholomew, moved back to Sidney, New York to be near their daughter. George Bartholomew died in 1946 at the age of 83. His wife died in 1958.

Donna Earle Seymour's July and October 1985 articles in the St. Lawrence County Quarterly

July 1985

5



George and Lil Bartholomew getting ready to go for a drive in the Bartholomew at their home in Russell, New York. (Photograph courtesy of Carol R. Ihrie)

### The Bartholomew: A Man and His Car

by Donna Earle Seymour

*The Gay Nineties were barely over when the automobiles that would so change holiday celebrations—and so many other aspects of American life—began to be sighted frequently on American roads. Donna Earle Seymour tells the story of one St. Lawrence County automobile and its maker, and one can almost drift back to the turn of the century and hear “In My Merry Oldsmobile” and “A Bicycle Built for Two” tinkling on a player piano in accompaniment to this account.*

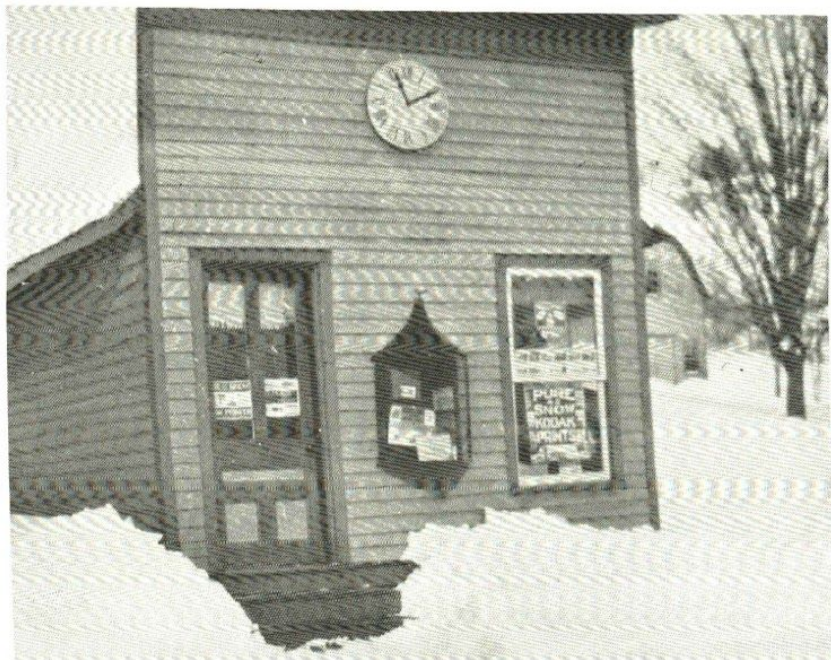
Detroit, Michigan, is the acknowledged American home of the automobile. However, there are many other cities and towns around the country which are noted for the motor cars which were designed and manufactured there. Some in New York State include Syracuse, home of the Franklin Car, and Buffalo, home of the Pierce Arrow

luxury car manufactured by the George N. Pierce Company, which began with bicycles and expanded into motor car manufacture.

In the early years of the 20th century the automobile was in its infancy and literally hundreds of back yard mechanics were tinkering in garages and sheds all across the country to develop proto-

type self-propelled vehicles. Some, like Henry Ford, David Dunbar Buick and the Chevrolet brothers, Louis and Gaston, founded companies to produce automobiles for on-the-road-use which sold to the public and are still in production today. Others, like George Bartholomew, produced only one-of-a-kind models which never left the local





George Bartholomew's photo and jewelry shop in Russell. The carriage house in the back right stored the Bartholomew. (Photograph courtesy of Carol R. Ihrie)

area they were built in.

George Edison Bartholomew was a practical mechanic, a sort of inventor-jack-of-all-trades who, like that other Edison, invented and tinkered with a surprising array of devices, although his motor car was probably the one which most astounded his fellow Russell villagers. George built his horseless carriage in 1902 at his workshop which was the fourth place from the main corner in Russell on the road to Canton, just below his home.

According to George's adopted daughter, Carol R. Ihrie, "... he told us he was in Gouverneur and saw one on the street. They let him look it over and he came back to Russell and began building one." Further inspiration on technical, how-to information was provided by the popular magazines of the day, like *Scientific American*, *Outing* and *Motor Age*, which were filled with descriptions of cars and the mechanical apparatus designed to propel them, as well as advertisements on where to buy component parts.

Not everyone welcomed the introductory years of what would become the Age of the Automobile. Much of the popular press warned the populace of the danger to life and limb presented by the automobile. "Early car enthusiasts met with a great deal of opposition and antagonism. The first automobiles terrorized horses, spattered pedestrians with grease and oil, and shook with their vibrations. Whether rightly or

wrongly, Mr. Average Conservative in the first decade of the twentieth century was inclined to think that horseless carriages belonged on race tracks where the drivers could only kill each

other and not innocent bystanders."<sup>1</sup>

In Russell, however, the Bartholomew was seen less as a menace than a fascinating novelty which threatened no one and intrigued many. Many residents of that community recall with fondness any opportunity they had to sit in the car, even when it was not running. Carol spent many hours playing in the car with her young friends in the carriage house.

The Bartholomew was very much a horseless carriage: a buggy with a motor to drive it. The man who restored it in the 1950's, Frank E. Thomas, thought George had taken a regular wooden buggy frame with full elliptical springs and modified it to take an engine. With its double springing, the car was probably fairly comfortable to ride in, even considering the conditions of the roads at the turn of the century.

The engine was a Fairfield Stationary Engine, a one cylinder engine patented in 1889. The gasoline-powered engine was water cooled, but the "radiator" consisted only of a number of short lengths of tubing within the engine compartment which did not receive much ventilation. This primitive arrangement was inefficient, which meant that the car had to be halted periodically to cool down if there were too many hills or rough spots in the road. The engine also had a one-quart oil capacity and a two gallon fuel tank, and was started with a crank.

The Lunkenheimer Generator Valve



George and Lil Bartholomew on their fiftieth wedding anniversary, 9 May 1939. They celebrated with an early morning ride on their bicycle-built-for-two. (Photograph courtesy of Carol R. Ihrie)

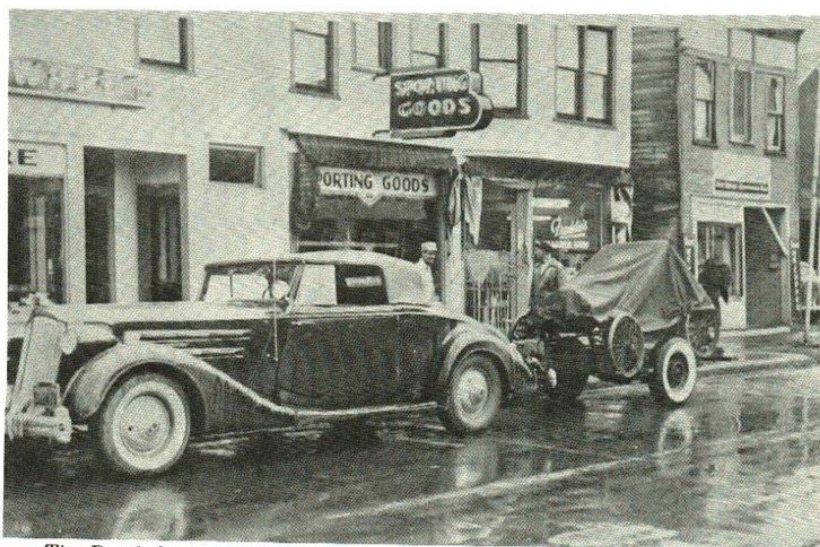


which served in the place of a carburetor on the Fairfield engine which powered the Bartholomew was manufactured by the Lunkenheimer Company of Cincinnati, Ohio. These units were multi-purpose mixing valves which controlled the gasoline-oxygen mixture fed to the engine and were made to adapt to a wide variety of engine sizes and configurations, making them ideal for use by the backyard mechanic. Such mixing valves were less expensive than a true carburetor and were less complicated to use.

The car had a steering wheel, an unusual feature for that era, when most automobiles were guided by a tiller. The steering wheel was a small cart wheel attached to a pivotable rod which could be raised or lowered, much like a modern tilt steering wheel, to allow the driver to get beneath the wheel and lock it into position.

The Bartholomew was chain-driven, a common method of propulsion in early vehicles, and a direct result of the bicycle-to-motorcar evolution taking place in the early 1900's. The engine drove a jack or cross shaft connected to two bicycle sprockets which directly drove the rear wheels. A lever, located next to the seat frame underneath the driver's legs, controlled the forward and reverse gear sprockets. The Bartholomew had an internal contracting brake which was pedal operated, but it was not located at each wheel as in more modern vehicles, but at the center of the differential on the rear axle.

The Bartholomew was no race car. It generally ran at speeds of ten to fifteen miles per hour, which was plenty fast enough on the rough dirt tracks of the



*The Bartholomew being carried to Canton, New York, in 1949, behind a 1936 Packard 12. (Photograph courtesy of Frank Thomas)*

day. Harvey Price, who lived in Russell from his birth in 1899 until 1943, remembers the car well. On one of the few trips the car made out of the immediate area, George drove Harvey's mother to Canton. Harvey rode along behind the car on his bicycle for a time and was able to keep up with it with no difficulty.

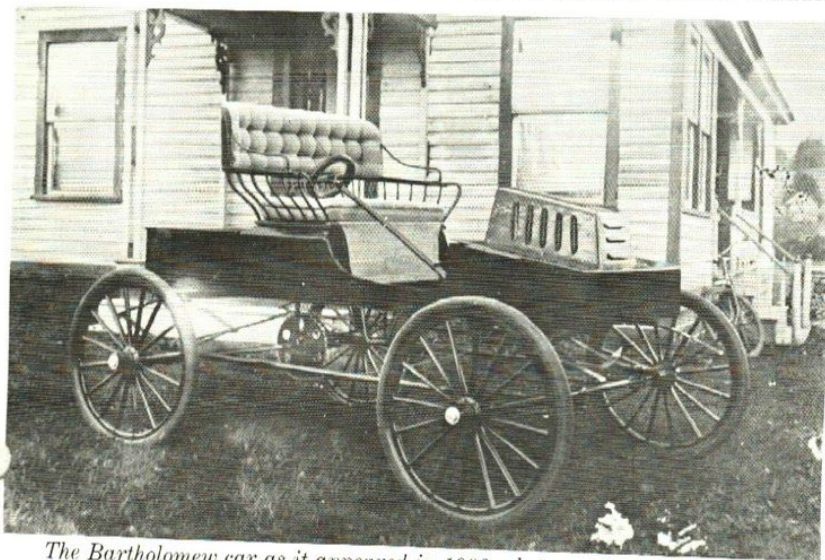
The Bartholomew made very few long trips. George preferred to take it out only for local rides of short duration. This was a sensible precaution on his part, considering what might happen on a long trip. Take the case of Louis W. Moore of Watertown, who "... made what was probably the first extended

trip in an automobile of any Northern New Yorker, going to the Pan-American Exposition in Buffalo in his car. Later he drove to Saratoga. It took him six weeks to make this trip, during three of which his automobile was in blacksmith shops along the way for repairs." As if this were not bad enough, "The car frightened a horse and suit was brought against Mr. Moore based on the old law that required engines moving along the highway to be preceded by a man carrying a red flag by day and a red lantern by night. Mr. Moore paid \$200."<sup>2</sup>

Although George always owned an automobile, his main form of wheeled transportation was his bicycle. To George, a car was a gadget, good for out-of-town trips and bad weather. When he was not walking, he relied on his bicycle to get around. He rarely drove the Bartholomew, except as a novelty. One Russell villager remembers "... he drove a black Model T [Ford], long after they were a usual sight on the highway. He used to let the kids ride on the running board."

When the car was purchased from the Bartholomew family in 1949, it still had "... the license plate of 1906 on the side of the vehicle which was the last year it was licensed. The license plate [was] a round metal tag two and a half inches across which [was] tacked onto the vehicle."<sup>3</sup>

George Bartholomew was born on 12 August 1863 in Roger's Hollow, in the town of Unadilla in Otsego County, the son of Justin Bartholomew, a farmer, and his wife, Judith Lucy Bennett. The family moved to Russell shortly thereafter because grandfather Samuel Bartholomew (1803-1878) was con-



*The Bartholomew car as it appeared in 1902, photographed by its builder, George E. Bartholomew. (Photograph courtesy of Frank Thomas)*





*Frank Thomas behind the wheel of the Bartholomew at the Central Garage in Potsdam before he began to restore the car. (Photograph courtesy of Frank Thomas)*

cerned about the Civil War. Alanson and another brother of Justin's also moved north, along with a sister, Velona, who married Guy Hall and resided in Russell.

George had one sister Lucy, who died young, and two brothers. One brother, Homer, never married and made his living repairing shoes at his home south of the village of Russell, and the other brother, Irvin, had two daughters. Irvin Bartholomew was killed as a result of a motorcycle accident in Russell, a good illustration of the dangers presented by motorized vehicles. Two motorcycles were racing down the

main street when one racer lost control of his machine on the dirt street and fell. Irvin went out to help the injured cyclist and the other motorcycle ran into him, causing Irvin's death.

George married Lillie Mae Burlison in Bainbridge, New York, at her parents' home on 9 May 1889. "Lil's" parents were John K. Burlison (1848-1894) and Maria S. Ives (1848-1924). Lil was born 5 May 1870 in Guilford, Chenango County. Her parents had moved from the farm in Guilford Center to another on the Sidney-Bainbridge Road.

George's workshop must have seemed like a wonderful fantasy land full of

magical machines and trinkets to the children of the neighborhood. Although the car was housed in the carriage house behind it, the shop held a multitude of treasures. He used to repair watches and build clocks. Carol Ihrle went to live with George and Lil in 1926 and recalls that "At that time he was building Grandfather clocks during the wintertime when he wasn't busy in his shop . . . He installed music boxes in those Grandfather clocks. I remember one order he spent a lot of time on. The music or disks were installed in a room above the clock—there were 24 selections, so a different tune [would play] for each hour for 24 hours."

Harvey Price also recalls that George was a sort of taxidermist as well. He kept a stuffed deer which looked very life-like in the shop; in nice weather it sat outside. He also operated a jewelry store at the shop in Russell and did photography for local people. Many residents of Russell had picture portraits of their families done by George.

In addition to clock, watch, and bicycle repair, George worked as the janitor at the Knox Memorial School, where a former student, Vaughn Price, remembers taking in broken jewelry for repair to his basement workroom. George also worked at the local Methodist Church, where he and Lil were members.

George took out a number of patents for his inventions and built a small mock-up model of a washing machine which his daughter still has. George sold the rights to this invention to another Russell resident, who later manufactured them. Carol recalls that her father electrified the washing machine used by her mother. That washing machine was still in the Bartholomew house when it was bought by Jennie Sibbetts Wells and her husband in the 1940's. Mrs. Wells described it as a series of connected parts: "First, the washing machine, with an electric motor hooked up to an agitator; then a bench with two big tubs to rinse. Over these was a wringer, suspended from a bracket, that ran on tracks over all three positions."

One of George's best remembered creations was a pair of false teeth he carved out of lightweight aluminum. He sometimes wore them as a joke. George claimed they were comfortable, but, as Mrs. Price remarked, "I would think they would be harsh on the gums."

George and Lil moved to Sidney, New York, near both their birthplaces, in the mid-1940's to be near their daughter who was married and living there by then. They lived on Cartwright Avenue, storing the Bartholomew in the barn there. George died in Sidney in January, 1946, at 83; Lil died in Jan-



July 1985

uary, 1958, at age 88.

The car eventually made its way back to St. Lawrence County because of two local men, John Thomas and Frank Thomas, unrelated to each other. Both were interested in early automobiles and John remembered the Bartholomew from his childhood in Russell. John contacted Mrs. Bartholomew after George's death and made an offer to purchase the car. She agreed to sell it, so John and Frank drove to Sidney in a 1936 Packard 12 owned by John, towing a homemade trailer made from another Packard rear end. They loaded the car, which had been in the Bartholomew family for 47 years, onto the trailer and returned it to the Central Garage in Potsdam, now the site of Josie's Foreign Auto Parts, Inc., on Route 11, which Frank owned.

Even though the car had been in storage, it required a lot of restoration, including stripping, sanding and repainting the wooden body to return the body to its original black color and the engine and wheels to the original red. The buggy seat upholstery was originally beige corduroy, and although the material was intact, it was stained and discolored in places, so Frank dyed it black.

In August of 1951 Frank towed the Bartholomew behind his 1922 Kissel Kar touring sedan (his everyday transportation) from Canton to the New York State Fair in Syracuse. Frank remembers having a lot of trouble keeping the 28 inch bicycle tires on the wheel rims, which replaced the original sulky tires on the car. He tried taping them on with electrical tape, but that did not hold. Finally he stopped in Evans Mills at a garage and got three men to help him pick up the Bartholomew and put it in the back seat of the Kissel, where it rode piggy back the rest of the way to the Fair.

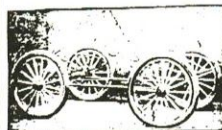
Frank put the Bartholomew on display at the Fair, winning a prize for having the oldest car there. Since the Kissel was only 29 years old, he did not consider that antique enough to bother entering. He then got help to re-load the Bartholomew into the Kissel's rear seat and drove back to Canton with it.

Although Frank was able to restore the body of the Bartholomew to original condition, he had less success with the engine. The car's motor never did fire properly, something he blamed on its "make or break" ignition, which was mostly broke. He eventually sold his interest in the Bartholomew to John Thomas and went to Westchester County to teach automotive electrical wiring.

One of the last times the Bartholomew was on display in St. Lawrence County was in Ogdensburg on 26-28 March 1953 at the Auto, Boat and Appliance Show in the State Armory on

**AUTOMOBILE PARTS**  
IF YOU ARE BUILDING  
AN AUTOMOBILE, WE CAN SUPPLY YOU  
WITH PARTS AND FITTINGS.  
IN OUR SEVEN FACTORIES WE MAKE  
RUNNING GEARS, TOOL STEEL BALLS,  
STEEL RIMS, STEEL STAMPINGS, CHAINS,  
SHEET STEEL AND FORGINGS.  
ALL FOR AUTOMOBILE CONSTRUCTION.  
QUOTATIONS ON APPLICATION.  
**THE AUTOMOBILE & CYCLE PARTS CO.**  
CLEVELAND, OHIO.

## GET A RUNNING GEAR and BUILD YOUR OWN AUTOMOBILE



We make two styles, solid rubber or pneumatic tires, complete with springs and wood wheels.

The Brecht Automobile Co., 1205 Cass Ave., St. Louis, Mo.

## CHARTER ENGINE

ANY PLACE  
USED  
BY ANY ONE  
FOR ANY PURPOSE  
Fuel—Gasoline, Gas, Distillate  
Stationaries, Portables, Engines and  
Pumps, Hoists  
Send for Catalogue and Testimonials.  
27 State Your Power Needs



CHARTER GAS ENGINE CO., Box 148, STERLING, ILL.

## \$1 \$1 \$1 PLUGS THAT SPARK

Every One Tested and Guaranteed.  
We make Running Gears, Hubs, Wire Wheels  
and Everything for Autos.

H. J. NEUSTADT CO.,  
900 Clark Ave., St. Louis, Mo.



"Build it yourself" was a common theme in turn of the century advertising. This selection of ads from 1901 indicates the wide availability of component parts to the backyard automobile engineer. Note the similarity of body style between the Winton Touring Car pictured here and the Bartholomew. (Courtesy of Donna Earle Seymour)

Ford Street. It was billed as "the only auto of its kind in the world," which was certainly true enough. The display included other vintage automobiles and was organized by Lawrence Petrie of Ogdensburg who was serving as the first president of the newly-formed St. Lawrence-Adirondack Region of the Antique Automobile Club of America.

John Thomas sold the Bartholomew to Frank Mace of Canton, an antique car collector, in the mid-1950's. Frank kept the car, which he remembers as "an ugly sort of buckboard," for quite a while, eventually selling it to another collector in Toronto, Ontario, during the 1960's.

Efforts to trace the current whereabouts of the Bartholomew have so far proved unsuccessful, although the car is probably still in a collection somewhere since antique car collectors have

## THIS IS IT

Did You See It at the Show?



The New Winton Touring Car has made a big sensation in the automobile world. It was a "visitor" that surprised everybody. Send for descriptive matter and illustrations.

**THE WINTON MOTOR CARRIAGE CO.**  
496 Holden Street, Cleveland, Ohio, U. S. A.  
EASTERN DEPOT, 154-152 East 58th Street, New York.

## GAS and GASOLINE ENGINES

1 H. P. to 16 H. P.  
MARINE and STATIONARY.  
Built in accordance with the practice in Gas Engine designs. Also complete set of castings. Write for particulars.  
**THE CARLISLE & FINCH CO.**  
220 E. Clifton Ave., Cincinnati, Ohio.



Lockport, N. Y.  
SHAFFER, BUNCE & CO.  
SUCCESSORS TO SHAFFER, BUNCE & MACKIN.

## AUTOMOBILE STEAM BOILERS

These Boilers are made of fire box steel, which has a tensile strength of 35,000 pounds. A double butt strap seam is used. The bottom end of shell is flanged to take flat head. This flange also takes care of difference in expansion between shell and upper tubes. Each boiler is tested to 600 pounds C. W. P. Can also furnish boilers with seamless cold drawn shell.



FRANK MILNE, - - - EVERETT, MASS.

## NOTES

<sup>1</sup> Floyd Clymer, *Treasury of Early Automobiles (1877-1925)* (New York, 1950), p. 96.

<sup>2</sup> Harry F. Landon, *The North Country, Vol. I* (Indianapolis, Ind., 1932), p. 517.

<sup>3</sup> *Watertown Daily Times*, 26 Oct., 1949.

All other quotes are from personal letters in the possession of the author.

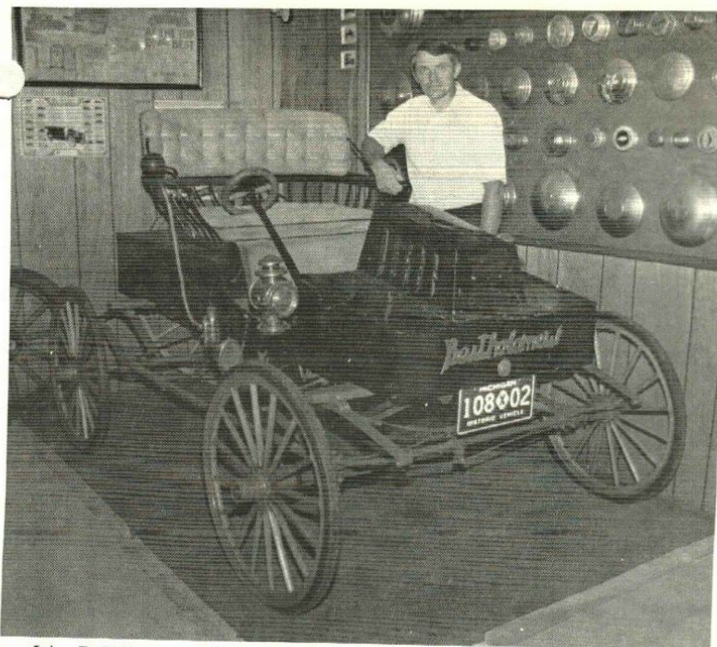
## About the Author

Donna Earle Seymour of Potsdam enjoys driving the family's 1926 Model T touring car and 1939 Buick sedan. She is a trustee of the St. Lawrence Valley Genealogical Society.



October 1985

21



John DeBell, owner of the 1902 Bartholomew, poses with the car in his Port Huron, Michigan, collection. (Photograph courtesy of John DeBell)

## A Bartholomew Postscript

by Donna Earle Seymour

Fourteen years after the Bartholomew left St. Lawrence County for a private collection in Michigan, the same print medium which advertised the car's availability on the antique automobile market was instrumental in tracking down its present whereabouts. Like all special interest groups of any size, the old car hobbyists support a number of national periodicals and newspapers offering advertisements, advice and information of interest to members. One of the best (and biggest with a monthly circulation of over 236,000 copies) is *Hemmings Motor News*, now in its 32nd year of publication.

*Hemmings*, as it is known, bills itself as the "world's largest antique, vintage and special-interest auto marketplace." Each issue contains from five to six hundred pages of advertisements of vehicles, parts, literature and events of interest to the hobbyist, including a selection of letters to the editor and a "cover car" photograph submitted by readers.

Knowing the wide circulation which *Hemmings* enjoys in the old car world, I submitted a photograph of the Bar-

tholomew along with a description of the car and a plea for information on its current location and condition. This appeared on the June 1985 cover. Less than three weeks later, John DeBell, a collector from Port Huron, Michigan, wrote that he "... was both surprised and pleased to see your feature on the cover of June *Hemmings*. I own the car you are looking for."

In the early 1970's John was searching for an early 20th century automobile to serve as a cornerstone of his private museum, the DeBell Automotive Collection, which consists of a dozen pre-1930 cars, the oldest and most unique of which is the Bartholomew. He answered an ad in the February 1971 *Hemmings* offering the Bartholomew for sale and made the trip east to look the car over. He purchased the car and trailered it home on 27 February in a severe snowstorm.

As is apparent from the photograph, the Bartholomew has had something of a face-lift from its original appearance. John added a pair of pre-1905 brass side lamps, a brass bulb horn and a brass "Bartholomew" script. All these

items are authentic pieces of automobile accessory equipment which the builder, George E. Bartholomew, could have outfitted his car with in 1902.

With the exception of the replacement rubber tires, everything else on the Bartholomew is the same, including the black paint with red trim and the beige upholstery. John even overhauled the engine in 1975, returning it to running condition, so the Bartholomew is as road-worthy today as in 1902. This was in preparation for a proposed road rally for pre-1904 cars which the Detroit Veteran Car Club tried to organize. Unfortunately there were too few road-worthy autos of the Bartholomew's vintage to participate, so the rally was never held.

Another by-product of the Hemmings article resulted in a Fulton, New York, woman contacting me about the George Bartholomew family. Linda Curtis Seabury received the Bartholomew article in *Hemmings* from a co-worker who knew of her interest in family history. Linda's paternal grandmother was Lucy Ann Bartholomew, the sister of George. The Bartholomew family members who provided information for the July 1985 *Quarterly* article could tell me only that Lucy had "died young." Linda confirmed that Lucy was indeed only 26 at her death, but that she had married and had a son, Lucy, born 13 May 1866, was married to Cyrus L. Curtis (1847-1917), the youngest of nine children born to Ashabel and Jane (White) Curtis of Russell, New York, on 2 October 1887. The young couple moved to the Territory of Dakota where their son, Stanley A. Curtis, was born in Alexandria, South Dakota, on 26 November 1889. Three years later, on 29 December 1892, Lucy died in Alexandria. Cyrus and young Stanley returned to Russell where Cyrus was a storekeeper until his death in 1917.

Linda, who inherited the Bartholomew family Bible, was also able to fill in some of the details about the other two Bartholomew siblings, Irvin Willis and Homer. Irvin was born 3 May 1871, married Lucy M. Fox of Clare, New York, on 31 May 1896, and died 31 July 1913, the victim of a motorcycle accident in Russell. The third brother, Homer D., was born 30 November 1874 and died 14 November 1935 in Russell.

George Bartholomew would no doubt be surprised to learn that his horseless carriage made its way to an automobile collection in Michigan, half a continent away from Russell, and that it would someday be instrumental in reuniting far-flung branches of the Bartholomew family.

\*\*\*\*\*

### About the Author

See the article by Donna Earle Seymour on George E. Bartholomew and his automobile in the July, 1985, *Quarterly*.



In 1949, John Thomas & Frank Thomas (unrelated) went to Sidney, New York to purchase the Bartholomew car from George's wife, Lil. John and Frank towed the car back to St. Lawrence County where they did some work on the car. In 1952, Frank took the car to the New York State Fair in Syracuse and won a prize for the oldest car there.

Frank Thomas sold his interest in the car to John Thomas on August 30, 1954. John Thomas took the car to DeGrasse, New York where he showed it off on the streets of the DeGrasse and surrounding areas. The last known time that the car was on display in St. Lawrence County was in March of 1953 in Ogdensburg, NY. John eventually sold the car to Frank Mason of Canton, NY in the mid-1950s who then sold the car in the 1960s to a collector in Toronto, Canada.

After the sale of the car in the 1960s, the location of the car was unknown until Donna Earle Seymour submitted an article to the St. Lawrence Quarterly about the history of the car, which led to her submitting a picture of the Bartholomew car for the cover of the 1985 June issue of Hemmings Motor News. In less than three weeks, she heard from John DeBell, a collector in Port Huron, Michigan telling her that he had the car she was looking for. He stated that in 1970, he was searching for an early, twentieth-century automobile to add to his museum, The DeBell Automotive Collection. He stated that he saw a listing for the Bartholomew car in a 1971 issue of Hemmings Motor News. On February 27th, 1971, John DeBell came East, purchased the car, and took it back to Michigan in a snowstorm.

1949 purchase of the Bartholomew car by John Thomas & Frank Thomas from George's wife, Lil Bartholomew.  
Photos furnished by Joe Thomas







Bill of sale from Frank Thomas to John Thomas.

**ZENITH** RADIO & TELEVISION  
AUTHORIZED  
SALES & SERVICE

**Sylvania**

**JOHN J. THOMAS**  
DeGRASSE, N. Y.

DATE Aug 30, 1954

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

This is to certify that I  
Frank Thomas am selling  
all my interest, to John Thomas,  
in a 1905 Bartholomew  
Pioneer Auto Buggy model  
N1 for \$150 (one hundred  
fifty) dollars.

Frank Thomas  
John Thomas



John Thomas with the car in Degrasse, NY





In 2006 Joe Thomas of DeGrasse, New York, son of John Thomas and one of the former owners of the car, contacted the organizers of the London to Brighton Vintage Car Run to inquire about the Bartholomew car. The organizer of the event connected Joe to the owners of the car, Molly and Lionel Bourne of London, England. It's not clear when Molly and Lionel purchased the vehicle, but we do know that it was entered in the London to Brighton Vintage Car Run in 2002 entry number was 131. That car run was the 100th Birthday of the Bartholomew car. How great is that to have the car built in Russell New York on a joy ride on the streets of London England. Lionel's email to Joe included pictures of the car (see below) and stated that he spent two years restoring the car and that he was putting it up for sale.

### Photos from Lionel Bourne to Joe Thomas 2002 run

1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002 - Free Picture... Page 1 of 2

**FreeFoto.com** Hybrid Car Watch a bear and penguin turn a gas guzzler into an efficient hybrid  
 Vehicle Invoice Prices What Is Your Dealer Hiding Prices & Hidden Fees!  
 Ads by Google

Land Transport  
 Land Transport  
 American Road  
 American Truck  
 Bicycle 2  
 Bicycles  
 Burnt Out Cars  
 Car Parking 1  
 Car Parking 2  
 Car Parts  
 Caravan  
 Construction  
 Equipment  
 Country Road 1  
 Country Road 2  
 Cycling  
 Dont Walk  
 Driving  
 Driving At Night  
 Dumped Car  
 Eddie Stobart Trucks  
 Floods  
 Heavy Haulage  
 Highways Agency  
 Impact of cars on our rural environment  
 London to Brighton 1  
 London to Brighton 10  
 London to Brighton 11  
 London to Brighton 2  
 London to Brighton 3  
 London to Brighton 4  
 London to Brighton 5  
 London to Brighton 6  
 London to Brighton 7  
 London to Brighton 8  
 London to Brighton 9  
 Mobile Roadworks  
 Motorcycles  
 New York Cabs  
 Parking Ticket  
 Pedestrian Crossing  
 Petrol Blockade  
 Petrol Station  
 Recreational Vehicle  
 Road Traffic Signs 1  
 Road Traffic Signs 2  
 Road Traffic Signs 3  
 Road Traffic Signs 4  
 Road Traffic Signs 5  
 Road Traffic Signs 6  
 Road Traffic Signs 7  
 Road Traffic Signs 8  
 Road Works  
 Roads 1  
 Roads 2  
 Roads 3  
 Roads at Night 1  
 Roads at Night 2  
 Roads at Night 3  
 Roundabout  
 Scrap Metal / Rust  
 Snow 5  
 Snow Vehicles

Keyword search for images on FreeFoto.com Search

**Conditions of Free Use | Commercial licensing of images | Buy a print to fra**

1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002



More images from the category 1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002. Photogra

1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002



Ref Number 21-65-49  
 Camera Make and Model: FUJIFILM , FinePixS2Pro  
 Date: Nov 3, 2002 2:51:26 AM  
 GPS Position: Lon:-0.141 Lat:51.5023  
 View Images taken near this in



FreeFoto.com

Allstate - Official Site

Have an accident? Have it forgiven. Get more with Your Choice Auto.

Defensive Driving Onl

NSC defensive driving certi for \$44.50 / Not for court

Ads by Google

Ad

Land Transport

Keyword search for images on FreeFoto.com

Search

Land Transport

American Road  
American Truck  
Bicycle 2  
Bicycles  
Burnt Out Cars  
Car Parking 1  
Car Parking 2  
Car Parts  
Caravan  
Construction  
Equipment  
Country Road 1  
Country Road 2  
Cycling  
Dont Walk  
Driving  
Driving At Night  
Dumped Car  
Eddie Stobart Trucks  
Floods  
Fog  
Heavy Haulage  
Highways Agency  
Impact of cars on our rural environment  
London to Brighton 1  
London to Brighton 10  
London to Brighton 7  
London to Brighton 8  
London to Brighton 9  
Mobile Roadworks  
Motorcycles  
New York Cabs  
Parking Ticket  
Pedestrian Crossing  
Petrol Blockade  
Petrol Station  
Recreational Vehicle  
Road Traffic Signs 1  
Road Traffic Signs 2  
Road Traffic Signs 3  
Road Traffic Signs 4  
Road Traffic Signs 5  
Road Traffic Signs 6  
Road Traffic Signs 7  
Road Traffic Signs 8  
Road Works  
Roads 1  
Roads 2  
Roads 3  
Roads at Night 1  
Roads at Night 2  
Roads at Night 3  
Roundabout  
Scrap Metal / Rust  
Snow 5  
Snow Vehicles  
Speed Camera  
Speed Limits  
Steam Traction Engines  
Street Lights

Conditions of Free Use | Commercial licensing of images | Buy a print to fra

1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002



More images from the category 1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002. Photogra



1902 Bartholomew BS 8038 - London to Brighton Veteran Car Run - 2002

Ref Number 21-66-1

Camera Make and Model: FUJIFILM , FinePixS2Pro

Date: Nov 3, 2002 2:51:29 AM

GPS Position: Lon:-0.141 Lat:51.5023

View Images taken near this in

http://www.freefoto.com/preview.jsp?id=21-66-1&k=1902+Bartholomew++BS+8038++



---

**Joseph Thomas**

---

**From:** Mollie and Lionel Bourne [mollieandlionel@ukf.net]  
**Sent:** Thursday, January 26, 2006 3:12 PM  
**To:** thomasjm@tds.net  
**Subject:** Bartholomew

What a wonderful surprise to hear from the organisers of the London to Brighton Run to say that you had made contact with them and had early memories of the Bartholomew. I have here a complete history of owners of the car and from those records I do know that it changed hands in 1949 (I was then 5 years old) but according to the information that I have it went to a museum. I understand that it came to England in the early 60s but I am not quite sure of how much information you have or how much you want. I will if you like let you have a list of owners and dates at some point.

By pure coincidence I have this week put the car up for sale with the intention of purchasing a four seater. I have a very good friend who comes with me on rallies but both our wives feel that it would be more sociable if all four of us could go together. The advert should appear in next months Veteran Car Club Magazine but please please let me have any information on the car that you can as it will probably be sold through the club and I would like to pass on as much history as possible.

Does the information you have need to be posted to me or is it information you can send by email? If you need to post it I will let you have my address in the next email. I would be quite happy to cover expenses.

Meanwhile spread the glad tidings that the Bartholomew is up and running and in the last 2 years I have totalling restored it mechanically - engine, gearbox, new chains and sprockets, rear axle, both clutches, new tyres and rims and a lick of paint in places.

Look forward to hearing from you and let me know if you need my address for postage.

Regards

Lionel Bourne

PS Hope you like the pictures if I have attached them properly!





Entry No	113
Year	1902
<b>Make/Model</b>	<b>Bartholomew</b>
Cylinders	1
Horsepower	3

Reg No	BS 8038
Body	Two-seater
Entrant	Mr L Bourne
Country	GB
Driver/Co Driver	Mr L Bourne/Mr C Lance



The London to Brighton Veteran Car Run, the oldest running motoring event in the world, and the world's largest gathering of Veteran cars, was started by the first motoring club in the UK, which was formed by Harry Lawson in 1896. The motoring club celebrated the passing of the Light Locomotives on the Highway Act on November 14, 1896 by driving 60 miles from London to Brighton. The 1896 Act of Parliament raised the speed limit for light locomotives not exceeding 3 tons from 4 miles per hour to 14 miles per hour. The ACT abolished the requirement for the cars to be preceded by a man on foot with a red flag.

The annual event today attracts over 400 automobiles with an eligibility criteria that requires the cars to have been built prior to January 1, 1905 and have a three or four wheel design. The annual Run keeps as close to the original 1896 day as possible. 37 cars started in 1927; 51 cars started in 1930; 131 started in 1938; 443 started in 2005; and 484 cars started in 2009.

From 1930 to the present day, the Run has been owned and professionally organized by the Royal Automobile Club. The vintage car run has been running annually ever since, with the exception of the War years and the 1947 petroleum rationing. It has been reported that one car did the run in 1947 using his precious petroleum rationing. If you go online and search "London to Brighton Veteran Car Run" you will find the history of the vintage race

The new owner of the Bartholomew Car is Michael Coatman of Poole Dorset in the UK He bought the car on a Friday night november 1st 2019 following a few glasses of wine and part of the sale with Bonham Car Sales was to put the car in the Sunday morning London to Brighton Car Run his entry number in the run was 411. He made 50 miles of the 60 mile run before the car overheated and he had to drop out of the run. He stated he and his nephew, Luke, had the time of their life riding in the car and that his father, Brian Bussell, and his faithful friend, Keith Kingham (a long time veteran car run chum), had a blast helping out. At the auction, the Bartholomew Car sold for between E's15,000 to E's30,000 British funds. This is between \$19,358 - \$39,147 in US funds.

About 18 months before buying the Bartholomew car he was at the world famous Beaulieu Autojumble where thousand of people visit to buy anything from a nuts and bolt to fully restored classic cars. Michael was trying to sell his 1934 Rolls Royce car. He went on a walk around the other stands and found a picture of the Bartholomew car and had a nice talk with the owner for about half an hour or more never thinking 18 months later he would be buying it .





Michael at auction house 131 is from previous race



Michael Coatman nephew Luke in 2019 run

[VIDEO](#): November 3, 2019 London to Brighton Run



### Update:

A lot of new information has been learned on the Bartholomew car in the last few weeks. In 1988, the Bartholomew car was imported and registered in the UK after being purchased by a Scotland-based enthusiast. The UK registration number was BS 8038 chassis number 1. It is not clear how many times the Bartholomew car has been entered in the London to Brighton Car Run, but Lionel Bourne entered it in the car rally in 2002 for its 100th birthday. Lionel Bourne sold the car in 2006. The new owner, who owned the car from 2006 until 2019, entered the car twice in the London to Brighton Car Rally with a successful completion of both runs. In 2019, the owner of the car put it up for auction at the London to Brighton Run Sale, Veteran Motor Cars and Related Automobilia. The sales ad for the Bartholomew car is listed below.



LOT 304

## 1902 BARTHOLOMEW 3½HP HIGH- WHEELED SPINDLER

Sold for £ 19,500 (US\$ 24,309) inc. premium

[FOLLOW](#)

[London to Brighton Run Sale, Veteran Motor  
Cars and Related Automobilia](#)

1 Nov 2019, 18:00 GMT  
London, New Bond Street

### 1902 BARTHOLOMEW 3½HP HIGH-WHEELED SPINDLER REGISTRATION NO. BS 8038 CHASSIS NO. 1

*\*Unique self-built American automobile*

*\*UK registered since 1988*

*\*Present ownership since 2006*

*\*VCC dated*

*\*Previous LBVCR participant*















We will pass along any new information that comes along.

All of the information in this story comes from the following sources

- (1) TOWN OF RUSSELL MUSEUM
- (2) ST. LAWRENCE COUNTY Quarterly July and october issue of 1985 by Danna Earle Seymour
- (3) JOE THOMAS son of one of the previous owners of the car who found the car in London and the picture of the car in Degrasse New York and the streets of London England
- (4) LIONEL BOURNE of LONDON for the pictures of the car on it's 100th birthday in the London to Brighton veteran car run and the two years he spent restoring the car befor he put it up for sale in 2006.
- (5) THE LONDON TO BRIGHTON VETERIAN CAR RUN Organizers for sending my email to the proper people to get in touch with .and the history of the veterian car run. If you go to the London to Brighton veterian car run for the full history
- (6) MICHAEL COATMAN Of Poole Dorset in the UK the new owner of the Bartholomew car. For the pictures he sent and his story
- (7) RICHARD STAFFORD OF BONHAMS Motor Car Department in UK for the information on the car when it was put up for sale in 2019 go to <https://www.bonhams.com/auction/25446/lot/304/> for the full information about the sale ad

**Thanks to everyone who helped with this story of the Bartholomew Car.**

**A special thanks goes to my daughter Stephanie Plaisted for her help putting this all together**

**Richard knox**

**Russell Museum Member**

**March 15, 2020**