

Dagsê alle belangstellendes in die geskiedenis van ou Pretoria,

Die terugvoering is deesdae maar skraal. Velede maand het ek net van twee persone gehoor uit die meer as 100 wat elke maand die brief ontvang. Dit begin vir my nou baie vervelig word om elke maand 'n brief te skryf.

Die inhoud van hierdie maand se brief kom uit 'n aantal Pretorianas. Dit handel oor die eerste motorkar in Pretoria. Einde 1896 het die volgende advertensie in Pretoria verskyn:

THE INVENTION OF THE AGE!  
The First Exhibition in South Africa  
of  
the Motor, or horseless Carriage  
In full work in the BEREA PARK  
On Monday, Jan. 4<sup>th</sup>, at 4 p.m.  
Under the rules of the South African Cycling club and under the auspices of the Pretoria  
Mechanics' Amateur Cycling Club.

Great 5 Mile Bicycle Race for the Old Union Club's £6 6s Cup.  
Great 3 Mile Bicycle Race for Messrs. Hess & Co. Motor Cup.  
220 yards Flat Race for the R.O. Basson Prize

Entries Free at the post.

Over 250,000 People witnessed the first run of the MOTOR CAR between London and Brighton.

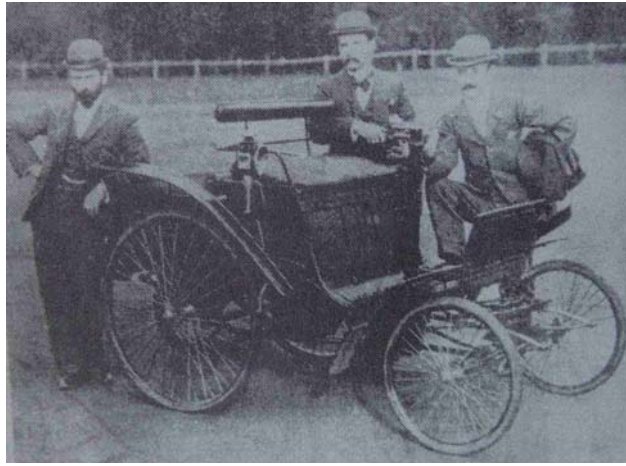
THE MOTOR OR HORSELESS CARRIAGE is destined to work a revolution in Locomation. Carriages, Cabs, Hotel busses and heavy Delivery Vans have been fitted up with the Motor, the ox wagon will be propelled by this machinery in time, and then farewell to Rinderpest – as shortly we will bid farewell to horse sickness, expensive forage, broken harness, lazy grooms, and runaway horses. Our Motor Carriage can stand in the street unattended and the bumptious Zarp dare not interfere.

That the MOTOR CAR, like the Bicycle, has come to stay, and by the crase of the century, is amply proved by the dozens of publications in every country devoted to the MOTOR CAR. Exhibitions, competitions and Races are being held everywhere, and the utility of this marvellous contrivance has not yet been completely grasped.

Messes. HESS & Co., are the intruders of this wonderful invention to South Africa, and Pretoria will count it a Red-letter day that PRETORIANS will be the FIRST to set eyes on and see first the working of this great scientific invention, and if 250,000 people waited with eager eyes to see the first MOTOR CAR, move on that rainy autumn day in London only a few weeks ago, we think that 3 000 PRETORIANS at fewest will roll up on this sunshiny day at BEREA PARK, and pay the popular admision price of 2s. 6d. PER HEAD, for the honour of being the FIRST PEOPLE in SOUTH AFRICA to have set eyes on that which, no doubt, will supersede all locomotion before the end of this century.

But hold! Say some, this CAR will no doubt be running as an advertising medium for this pushing firm through our streets ere long, and then we shall see it free of charge. In this they will be mistaken, as after the exhibition on the WANDERERS' GROUND, JOHANNESBURG, the MOTOR CAR will be sold to one of the Rand Magnates for his own private use. So the only chance is to be one of the great and fashionable assemblage

On Monday Next, Jan 4<sup>th</sup>, at 4 p.m.  
Photographers will be admitted free of Charge  
A Ride on the CAR by private arrangement,  
HESS & CO., sole Agents for the Benz Motor Car.



Die eerste outomobiel in Pretoria. 'n Benz wat op 4 Januarie in Bereapark gedemonstreer is.  
Die persone van links na regs Mnr. A.E.Reno, bestuurder van die voertuig en medestigter van die "Pretoria News", 'n onbekende wat ten onregte Dr. W.J. Leyds genoem is, Mnr. J.P. Hess, die invoerder van die motorvoertuig. [Pretoriana nommer 90 p39]

Die volgende artikel deur Arnold Kretzmar het in op 15 Februarie 1984 in die "Pretoria Newes" verskyn en is later in die Pretoriana No. 88 p45 herdruk.

When President Kruger told his coachman on the hot summer day of January 4 1897 to inspan the horses and get his State coach ready to take him to Berea Park, he could not have foreseen that this day would inaugurate the dawn on a new area in the history of South Africa. The age of the ox-wagon, the horse and buggy, the hansom cab, the Cape cart and Zeederberg's coaches would be coming to an end. The unpredictable Horseless Carriage, with who could tell what promise and menace, had arrived.

Precisely at 4 o'clock the President stepped out of his coach accompanied by his state Secretary, Dr. Leyds. Others in his entourage were Mr. A.D.W. Wolmerans and Mr. J.C. Smuts, the state Attorney. Also among the notables were a Mr. Conygham Green, carrying in his head who know what secrets of events still to come, but hardly visible under the inconspicuous title of British Agent.

The President was introduced to a tiny gentleman in a large top hat, a Mr. J.P. Hess, and his partner, E.A. Reno, pioneers of the first motor car in South Africa – a 1½ horsepower Benz Voiturette. They had imported it from Germany a few weeks before. Curiosity about the new vehicle was tremendous and the largest crowd in the history of Pretoria had assembled at the Berea Park. Enormous anticipation had already been aroused by the advertising of the event.

Oom Paul gave the signal to Mr. Hess to start up the Horseless Carriage; there was a roar of cheering as it sputtered and fumed around the Berea park. When it stopped, crowds of sightseers broke loose like schoolboys after a rugby test, bursting with curiosity –fingers touching the spokes of the weels, the glittering brass lamps, the shining leather seats.

Mr. Hess stepped down from the high seat. The President congratulated him upon his invention. State Secretary Leyds whispered into the President's ear that Mr. Hess was the importer not the inventor. The President accepted the correction with a smile, and promised Mr. Hess he would present him with a special medal to mark his great occasion. The president was asked "Would Your Honour care to take a ride with us?" Oom Paul declined and, with a twinkle in his eye said, "No, thank you, a dog might bark, the car might buck and throw me out."

The promise of a medal was honoured. It Read: "Presented by His Hohour Paul Kruger, President of the Transvaal Republic, to Mr. J.P. Hess on Monday the 4<sup>th</sup> January 1897, in honour of his having introduced the first motor in South Africa."

Johannesburg's turn to see the first horseless carriage came nine days later on January 13 1897 in the presence of a vast gathering, at the Wanderers ground. The importers took no risk in bringing the car to the Wanderers. They railed it from Pretoria, the official reason being: the Jukskei River as well as Six Mile Spruit might be in flood. The explanation did not sound very convincing – that January was 'n very dry month.

A week after the Johannesburg exhibition, the car was bought by Mr. A.H. Jacobs [better known as "Coffee" Jacobs]. Being a shrewd businessman. "Coffee" Jacobs mounted the horseless carriage on a stand, where it gleamed brilliantly in the sun. You could view it by buying a pound of tea or coffee and presenting your ticket. Vast amounts of tea and coffee were drunk in those weeks, until sadly enough, the car was destroyed in 'n garage fire.

Before this historic car passed from the scene, the Benz makers in Germany were so delighted with President Kruger's interest that they named the road leading to their Mannheim factory "Pretoriastrasse". Despit countless punctured tyres, roads no better than farmtracks, and many a horseless carriage being dragged out of flooded drifts and spruits by teams of oldfashioned oxen, interest in it quickened. [Arnold Kretzmar Pr-88 p45]



Die eerste outomobiel in Pretoria

Links staan J.P. Hess, die invoerder van die voertuig. Langs die bestuurder vooraan, sit Dr. W.J. Leyds, die Staatssekretaris van die Suid-Afrikaanse Republiek. [Pr-90 p39]

#### Agtergrondstudie

#### **A.E. Reno**

Geen verdere inligting

#### **J.P. Hess**

Lola Dunston het die volgende te sê: "Mr J.P. Hess had a brother Henry Hess who was a writer and he published a paper called *The Critic*. His claim to fame however was that he had a daughter who became a pianist of international repute, Dame Myra Hess who is mentioned in the Encyclopedia Britannica. J.P. Hess started in partnership with a Mr Smuts in an office in a building on the corner of Market Street and Pretorius Street in the early 1890's." Ongelukkig noem Lola nie watter soort besigheid hulle bedryf het nie.

Longlands [1899] noem dit Hess & Co. en noem ook dat J.P. Hess in Skinnerstraat gewoon het. Die advertensie lui: "Hess and Co, coal and lime agents, brokers, theatrical and bill posting agency, and sweep promoters.

In 'n boek oor die Pretoria Club word genoem dat Henry Hess [solicitor] in 1888 lid geword het van die klub. Geen melding word egter gemaak van sy broer J.P. nie.

Die volgende oor die rooskou: "One summer Sunday about the year 1897 there took place in Pretoria the third annual exhibition of the recently formed *Rose Show Society*. The venue was the Market Hall, tastefully decorated fit the occasion, we are told, with flags and evergreens by a

Mr. Bouwkamp. Mr. Hess was Secretary of the society.” Ongelukkig word nie genoem watter een van die broers dit is nie.

In ‘n hoofstuk oor die ou Sinagoge in Paul Krugerstraat noem Bolsma dat ‘n Jood – John Percy Hess verkies is as voorsitter van die “first association of arts in Pretoria.”

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Nog een van die bekendes in die vroeë motor bedryf was B.J. Haak. Die Pretoriana tydskrifte het die volgende oor hom te sê:

Bernardus Johannes Haak emigreer in 1893 van Holland na Suid-Afrika en aanvaar diens by die destydse Z.A.S.M. In 1898 word hy stasiemesester op Koedoespoort en sy oudste seun, Albert Johannes, ‘n opgeleide passer en draaier, kom werk ook vir die spoorwegmaatskappy. ‘n Jaar later volg die res van die gesin en woon in die stasiemeesterswoning op Koedoespoort.

Na die Britse besetting van Pretoria verlaat vader en seun die spoorwegmaatskappy en begin in Mei 1901 ‘n fietswinkel, Haak en Zoon, by Kerkstraat 138. Die perseel huur hulle teen £4 10/- van Johannes Poynton, stigter van die Poynton’s Trust.

Met £50 tot hul beskikking begin hulle sake doen maar sommer die eerste maand knyp die finansies so dat broer Jan, wat toe bestuurder van ‘n fietswinkel in Markstaat was, hulle 6/9 moet leen. Die eerste maand se totale inkomste was £23 11/4, die tweede £42 11/9 die derde £69 1/5 en die vierde maand nie minder as £107 1/9 nie. Teen Kersfees daardie jaar gaan dit sommer voor die wind.

In ‘n advertensie wat ook gedurende dieselfde tyd verskyn het, adverteer hulle “Bicycles Built to Order”. In die jare word hulle getroue adverteerders in o.m. “Die Kerkbode”. Jan en ‘n jonger broer Pieter gooi in 1902 ook hul kragte in by die gesinsak. In die tyd begin toestande in Pretoria vinnig verander. Strate verbeter, elektriese trems kom op die toneel en tussen die perdekarre, koetse en ossewaens begin verskeie motors ook met ‘n gehoes en proes hul verskyning maak. Daar was dr. J.A. Kay en F. Troup en Elias met hul eensilinder Rovers, genl Louis Botha met sy Standard en genl. Smuts met sy Napier.

In die fietswinkel word nou motorfietsse ook verkoop en in 1909 voer hulle hul eerste motors in – twee Reo’s. Teen 1911 is daar al soveel motors in Pretoria se strate dat die fietswinkel nie meer groot genoeg is vir herstelwerk nie. In die jaar bou hulle die stad se eerste motorhawe op die hoek van Pretorius- en Kochsstraat. Op hierdie perseel doen hulle sake tot dit in 1970 te klein word vir hul uitgebreide bedrywighede.

Haak’s Garage established their own bodybuilding department in Pretoria in the year 1915. Their bodybuilder was a Mr. F. Bus [believe it or not!] who had learned his trade at the firm of Pander en Zoon in Amsterdam; the outstanding quality of their furniture was well-known throughout Holland and most other countries of Europe.

In the years 1915-1918 mr. Bus built a number of small bus bodies fo Ford Model TT chasis for the local operators in Pretoria. He also built several delivery van bodies, as well as bodies for motorcycle and sidecar combinations, which happened to be very popular means of transport at the time.

At the time of the 1918 flu epidemic, the Pretoria City Council had placed an order for a small ambulance to be constructed on a model T chassis. This was 75% completed when mr. Bus himself contracted the disease, dying within three days of having been ordered to bed. After the death of mr. Bus, Haaks advertised for applicants to fill the vacancy, bur after testing three and finding them quite unable to cope with the job, they decided to close down that departmen of their activities. [Aangehaal uit Pretoriana]

Tot volgende maand, Rosa Swanepoel