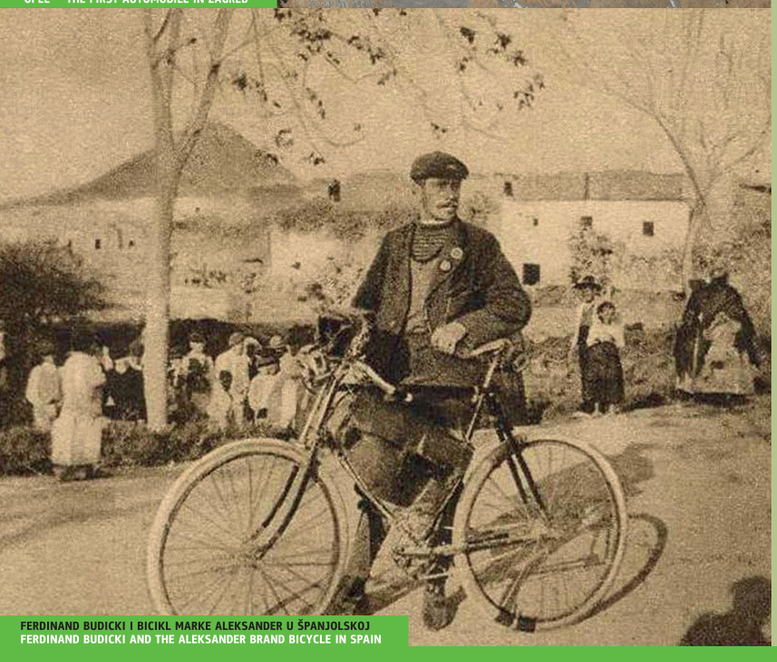
PRODAVAONICA NA UGLU GUNDULIĆEVE ULICE I ILICE
A SHOP ON THE CORNER OF GUNDULIĆEVA AND ILICA STREET

Ferdinand Budicki /1871. - 1951./

"OPEL" - PRVI AUTOMOBIL U ZAGREBU
'OPEL' – THE FIRST AUTOMOBILE IN ZAGREB



FERDINAND BUDICKI I BICIKL MARKE ALEKSANDER U ŠPANJOLSKOJ
FERDINAND BUDICKI AND THE ALEKSANDER BRAND BICYCLE IN SPAIN

Pionir automobilističkog, motociklističkog i biciklističkog sporta, balonist, pustolov, konstruktor, gospodarstvenik i osnivač institucija. Osoba koja je zauvijek promijenila sliku hrvatskoga građanskog društva.

Značaj nekih ljudi je u tome što su se prvi sjetili ili odvažili napraviti nešto, dok drugi u povijest ulaze zahvaljujući tome što su rasprostranili neku ideju, učinivši je široko dostupnom. Rijetki su pak velikani koji u svom životu i radu uspijevaju objediniti i jedno i drugo, a Ferdinand Budicki jedna je od takvih iznimnih osoba.

U najuzbudljivijem vremenu snažnog razvoja tehnologije, pronalaženja i rasprostranjivanja novotarija koje će zauvijek promijeniti ljudske živote, Budicki je pomno osluškivao nova zbivanja i vrlo brzo postajao dijelom svakog od njih, na taj način vječno zaduživši svoj rodni Zagreb, ali i čitavu Hrvatsku.

Izučio je za bravara, te već za šegrtovanja počeo putovati, radeći u Grazu, Beču, Budimpešti i drugdje, postavši zarana pravi svjetski čovjek. Na glas je prvo došao kao vatreni biciklist, poduzevši putovanja od Beča do Varaždina 1895. na biciklu vlastite konstrukcije, a potom i velikim putem po gotovo čitavoj Europi i sjevernoj Africi dvije godine kasnije. Godine 1898. otvara prvu hrvatsku popravljaonu i prodavaonu bicikla i šivaćih strojeva „K Touristu", koja će kasnije prerasti u „Prvu hrvatsku mehaničku popravljaonu i trgovinu automobila, dvokolica, šivaljki i gramofona". U Beču je godine 1901. kupio rabljeni automobil marke „Opel", u dva dana savladao umijeće vožnje te se njim zaputio natrag u Zagreb. Prvi je automobil pod Sljemenom (ne zadugo, već 1904. će se prvi automobilisti, a među njima i Budicki, popeti i na vrh Medvednice) izazvao popriličan interes te je Budicki počeo i s prodajom automobila i motocikala.

U sljedećih tridesetak godina prvi je zagrebački automobilist preko svoje radionice i prodajnog salona značajno pridonio motorizaciji grada i države, a on se sam posvetio novim avanturama. Putovao je Europom motociklom, letio do Krka balonom, sudjelovao u prvim automobilskim utrkama, osnivanju prve autoškole, autobusne i taksističke službe. Jedan je od osnivača Prvog hrvatskog automobilnog kluba, ali i Zagrebačkog zbora, preteče današnjeg Velesajma. Širi ponudu na kućanske strojeve, klavire, pijanina i namještaj, no potkraj dvadesetih posao mu se počeo osipati, te zadržava još samo mehaničku radionicu i trgovinu šivaćih strojeva „Pfaff". Nakon Drugog svjetskog rata ostaje gotovo bez svog imetka i umire 1951. Kako su njegovi nasljednici u duhu naravi svog oca odselili u različite dijelove svijeta, posmrtni su ostaci Ferdinanda Budickog u nekom trenutku premješteni u zajedničku grobnicu na Mirogoju, a porodični grob prodan. Čovjek koji je dovezao prvi automobil u Zagreb, motorizirao taj provincijski grad i na mnogo ga načina pomogao modernizirati na putu do današnjeg statusa metropole nema čak niti vlastiti grob.

FERDINAND BUDICKI NA UTRCI ZAGREB - VARAŽDIN 1912. GODINE
FERDINAND BUDICKI PARTICIPATING IN THE ZAGREB – VARAŽDIN RACE IN 1912

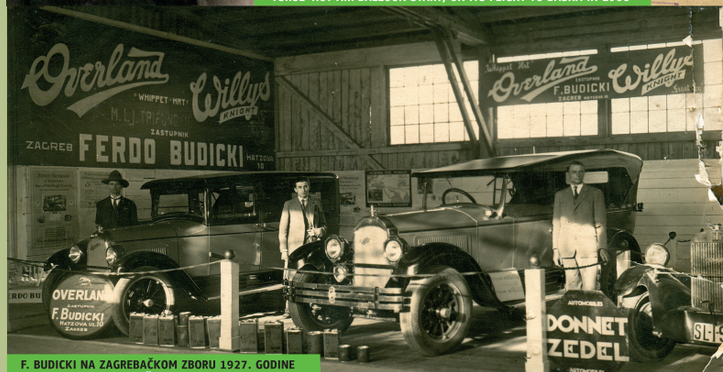
A pioneer of auto racing, motorcycling and cycling, a balloonist, an adventurer, a constructor, a businessman and founder of numerous institutions. A person that has forever changed the Croatian civil society.

The importance of some people lies within the fact that they were the first to think of or dare to do something while others enter the legend for being the first to spread an idea making it available to everyone. However, only few can successfully combine both, and Ferdinand Budicki was one of them.

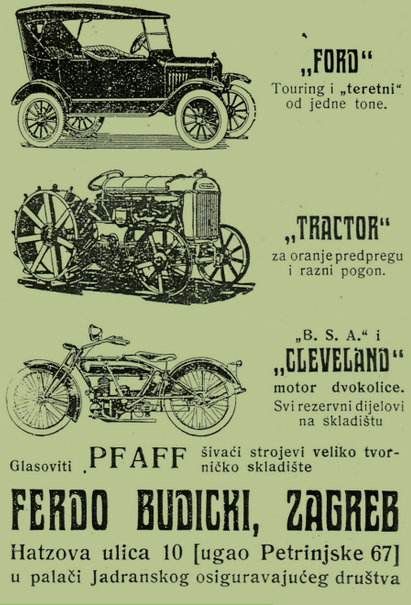
In one of the most exiciting periods of technological progress, new discoveries, and novelties that would forever change human lives, Budicki was sensitive to and quickly became a part of these new occurances, which has left Zagreb and Croatia forever grateful. He was educated for a locksmith and started travelling during his apprenticeship when he was working in Graz, Vienna, Budapest and other places, which shaped him into a true man of the world. He first became famous for being an eager cyclist who had travelled by a self-constructed bicycle from Vienna to Varaždin in 1895, followed by his long travels across Europe and North Africa two years after. He opened the first bicycle and sewing machine shop and service called 'K Touristu', which would become the first Croatian mechanized shop and service for automobiles, two-wheelers, sewing machines and gramophones ('Prva hrvatska mehanička popravljaona i trgovina automobila, dvokolica, šivaljki i gramofona'). In 1901 he bought a used 'Opel' car in Vienna, mastered the art of driving in two days, and drove the vehicle back to Zagreb. The very first automobile at the bottom of Sljeme raised quite an interest (not for long, though, because in 1904 Budicki and other automobilists drove all the way up Medvednica mountain), so Budicki started selling automobiles and motorbikes soon after.

In the following three decades the very first Zagreb automobilist contributed to motorisation of the city and entire country while, at the same time, dedicating himself to future adventures. He travelled across Europe on his motorbike, flew in a hot air balloon to Krk, took part in first car racing events, helped set up the first driving school as well as bus and taxi service. He is one of the founders of 'First Croatian Automobile Club' ('Prvi hrvatski automobilni klub') but also Zagreb Assembly, the predecessor to Zagreb Fair. He soon expanded his services to household appliances, pianos, pianinos, and furniture, but business started to suffer sometime around the end of 1890s, so he decided to keep the mechanized service station and the sewing machine shop 'Pfaff'. After the Second World War he was left without almost all of his assets, and died in 1951. Most of his descendants immigrated to different parts of the world and Ferdinand Budicki remains were, at some point, moved to a common grave at Mirogoj cemetary, his family grave having already been sold. The man of the hour, who drove the first car to Zagreb, motorized a provincial town and in many ways helped modernize Zagreb, which has become a metropolitan city, doesn't even have his own place to rest.

START BALONA "TURUL" NA LETU PREMA BAŠKOJ 1906. GODINE
'TURUL' HOT AIR BALLOON START, ON ITS FLIGHT TO BAŠKA IN 1906



F. BUDICKI NA ZAGREBAČKOM ZBORU 1927. GODINE
F. BUDICKI AT ZAGREBAČKI ZBOR IN 1927



OGLAS IZ REVIJE "SVIJET"
AN ADVERTISEMENT FROM 'SVIJET' MAGAZINE

1895. Konstruira vlastiti bicikl u tvornici dvokolica u Beču kojim se vozi do Varaždina

1897. Biciklom marke Aleksander prelazi 16.758 km (Njemačka, Poljska, Rusija, Finska, Švedska, Danska, Engleska, Nizozemska, Belgija, Švicarska, Francuska, Španjolska, Alžir, Tunis, Italija, Hrvatska)

1898. Otvara u Zagrebu Prvu hrvatsku mehaničku popravljaonu i trgovinu automobila, dvokolica, šivaljki i gramofona u kojoj prodaje: automobile Ford, Lincoln, Overland, Daimler; dvokolice i motore Johann Puch, Laurin Klement i Cleveland; bicikl marke Aleksander; traktore; šivaće strojeve Pfaff i Singer; pisaće strojeve Bar-lock; strojeve za pletenje Styrija; lonce za brzo kuhanje Fruco; fonograme, klavire, pijanine, namještaj; Organizira tečajeve popravljanja automobila, motora i bicikala, tečajeve šivanja i brzog kuhanja; Nudi usluge emajliranja i niklanja.

1901. Dovozi prvi automobil marke Opel i Beischlag u Zagreb

1902. Dovozi prvi motor marke Orion u Zagreb; Motorom Laurin Klement za 11 sati odvozio je relaciju Bč-Zagreb

1903. Motorom marke Johann Puch vozi 6.000 km po srednjoj Europi

1904. Drugi vozač koji se automobilom popeo na Sljeme; Suosnivač Koturaškog kluba Orao

1905. Balonom Turul leti iz Zagreba do otoka Krka i snima prve fotografije Zagreba iz zraka

1906. Suosnivač Prvog hrvatskog automobilnog kluba

1908. Sudionik na utrci Kluba alpinskih automobilista koja je prolazila kroz Hrvatsku

1909. Suosnivač gospodarstvenog sajma Zagrebački zbor

1910. Osnivač prve autoškole u Zagrebu

1911. Osnivač taksističke službe u Zagrebu; Suosnivač Hrvatskoga sportskog saveza

1912. Osvajač drugoga mjesta na Prvoj nacionalnoj auto utrci Zagreb-Varaždin-Zagreb; Vijećnik Trgovinske zanatske komore; Sportski savezi drugih država imenovali su ga počasnim konzulom u Hrvatskoj; Član Građanskoga streljačkog društva, Varaždinskoga biciklističkog kluba, Hrvatskog Sokola, Zrakoplovnog saveza te biciklističkoga kluba Orao; Dobitnik velikoga broja međunarodnih biciklističkih i gospodarskih nagrada i počasni član mnogobrojnih auto-moto-biciklističkih saveza diljem Europe

1895. Designed and built his own bicycle in the velocipede factory in Vienna, which he rode to Varaždin

1897. He rode 16,758 km on the Aleksander brand bicycle (Germany, Poland, Russia, Finland, Sweden, Denmark, Great Britain, Netherlands, Belgium, Switzerland, France, Spain, Algeria, Tunisia, Italy, Croatia)

1898. Opened the First Mechanical Repair Facility and Automobile, Velocipede, Sewing Machine and Gramophone Store in Zagreb, where he sold: Ford, Lincoln, Overland and Daimler automobiles; Johann Puch, Laurin Klement and Cleveland bicycles and motorcycles; Aleksander bicycles; tractors; Pfaff and Singer sewing machines; Bar-Lock typewriters; Styria knitting machines; Fruco pressure cookers; phonograms, pianos and upright pianos; furniture; Organised courses in repair of automobiles, motorcycles and bicycles, sewing courses and fast cooking courses; Offered enamelling and nickel plating services

1901. Drives the first Opel and Beischlag automobiles to Zagreb

1902. Drives the first Orion motorcycle to Zagreb; He rode the route from Vienna to Zagreb on Laurin Klement motorcycle in 11 hours

1903. He drove 6,000km over Central Europe on the Johann Puch motorcycle

1904. The second driver who took an automobile on top of Sljeme; Co-founder of Orao cycling club

1905. Flies from Zagreb to the island Krk in a Turul hot-air balloon and takes first aerial photographs of Zagreb

1906. Co-founder of the First Croatian Motor Car Club

1908. Participant in the race of the Alpine Automobile Club which passed through Croatia

1909. Co-founder of trade fair Zagreb zbor

1910. Founder of the first motoring school in Zagreb

1911. Founder of the taxi service in Zagreb; Co-founder of the Croatian Sports Association

1912. Won second place at the First National Automobile Race Zagreb - Varaždin - Zagreb; Deputy of the Business and Trade Chamber; Sports associations of other states appointed him the Honorary Consul in Croatia; Member of the Civil Shooting Club, Varaždin Cycling Club, Hrvatski Sokol, Aeronautic Association and the Cycling Club Orao; Winner of many international cycling and business awards and the honorary member of many automobile, motorcycle and cycling associations throughout Europe