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SWITZERLAND AND THE 9TH GENEVA INTERNATIONAL MOTOR SHOW 1932.

That Switzerland, with its one automobile factory, the Martini works, is not called upon to occupy a foremost rank at the Geneva Motor Show, renders all the more striking the country's industrial achievements along the lines of lorries and automobile body construction. It is not without cause that Swiss lorries and omnibuses enjoy a universal renown and innumerable are the examples of Swiss body construction in which perfect harmony of line is allied with a high degree of efficiency for tourist cars as well as for heavy vehicles of all kinds.

The products of the Swiss motor cycle industry are also highly reputed, and the same applies to electric appliances and separate parts (Scintilla). Attention should, lastly, be drawn to the high standard attained by the bicycle industry and accessories in general.

Martini, St. Blaise, attests again, in spite of intensive foreign competition and economic difficulties, a satisfactory development. In addition to the well-known 13 HP model, Martini has just built a new 6 cylinder 22 HP car (model NF 6). The four speed gear with uniplated coupling forms a unity with the engine, operating the two upper speeds silently, largely owing to the action of the rear axle with worm wheel. It is equipped with hydraulic brakes and allows for a particularly quick action of the front wheels, which is of great importance on Alpine roads. The chassis weighs 1050 kg. With regard to the electric equipment, the 12 volt Scintilla installation deserves special mention.

Martini is, at present, experimenting with a new 8 cylinder model of 13 and 20 HP, to be constructed, if the results obtained prove satisfactory, at the end of the year.

In addition to the above-mentioned tourist cars, Martini is continuing its very efficient lorry constructions.

Of outstanding interest in the exhibit of the firm A. Saurer & Co., Ltd., Arbon, is a new giant lorry chassis of 12 tons effective weight. The four back wheels are indirectly supported by a single axle and on either side of this main axle is a beam bearing, at each end a wheel with double tyres. The wheels are operated (each one being independent and adapting itself to the unevenness of the road) from the rear axle by shaft and bevel gear, whereby both axle and each individual beam are provided with a differential gear. The free rotation of the wheel results in a considerable saving of the power transmission mechanism and tyres, as well as in an appreciable fuel economy, favouring, at the same time, smooth driving. It is equipped with a very efficient 6 cylinder, 85 HP Diesel engine which permits an important fuel economy.

In addition to the above-described powerful lorry chassis, Saurer has exhibited further an omnibus provided with a new light metal body and a lorry equipped with a new three side tipping system (tipping angle 55 degrees on all three sides).

The Berna motor works Ltd., Olten exhibited a chassis with a 6 cylinder, 100 HP petrol engine and new gear with silent speeds providing for a special high speed. This chassis is equipped with the new Ritzel rear axle with hardened pinion operating in oil bath, thus excluding all noise. The same exhibit comprises further a 6 ton three sided tipping car equipped with a six cylinder Berna Diesel engine allowing for a speed of 55 km. an hour (high speed); a motor fire engine with a 100 HP 6 cylinder petrol engine and a pump capacity of 1,000 to 2,000 litres per minute at 10 and 5 at. pressure respectively (the centrifugal pump having been built by the firm Schenk Bros. at Worblaufen). Another Berna construction is an elegant Alpine car, with a 80 HP. Diesel engine, hydraulic 4 wheel brakes and a high speed equipment. The body is interchangeable for a 5 m. platform.

Franz, Brozinecic & Co., Ltd., Wetzikon (Zurich), whose constructions are known under the abbreviation "F.B.W." exhibited the following models: an 18 seat Alpine car on a 2 ton chassis having a 4 cylinder engine. The chassis has a 4 speed gear with noiseless speeds, one of which for high speed. Further, a communal vehicle which may be used as 3 side tipping car, watering car and fire engine. These installations are easily interchangeable, taking only a few minutes. The tipping system in use is that of the well-known Swiss "Wirz" construction. Another F.B.W. model on exhibit is a 5 ton, with the new 95 HP. 6 cylinder F.B.W. engine, and a 4 speed gear allowing, in direct drive, for a speed of 65 km. per hour (high speed). And lastly, should be mentioned a six wheel omnibus to be delivered to the Zurich tramway company, having a 6 cylinder engine, a 4 speed gear with three noiseless speeds. The body was the work of the Swiss Car manufacture of Schlieren.

Oetiker & Co., automobile works, Albisrieden-Zurich (formerly "Arbenz" lorry manufacture) exhibited its two types of lorries of 3 and 5 tons effective weight. The 3 ton lorry, especially constructed for breweries is provided with a 70 HP

6 cylinder Maybach engine (taxed for 36 HP) with the modern silent gear and three noiseless speeds. The rear axle with double gearing is provided with absolutely silent gears. The 5 ton chassis is also equipped with a 90 HP 6 cylinder Maybach engine (taxed at 36 HP), and a 5 speed silent gear with 4 noiseless speeds. The two types on exhibit possess the new joint brake lever invented by engineer Oetiker (for foot and hand brake). There is also a third brake, the "OCO" engine brake, operated in connection with the Oetiker joint brake lever.

All the numerous Swiss and many foreign trucks and omnibuses are equipped with the famous + GF + Simplex wheels of the Iron and Steel Works Ltd., formerly George Fischer at Schaffhausen.

Many handsome types of elegant and efficient Swiss body construction are to be seen in the exhibits of the firms F. Bricchet, Geneva; Langenthal body construction & Co., Ltd.; George Gangloff & Co., Ltd., Geneva; Graber, Wiedtrach (Berne).

The Swiss motor cycle industry is represented by the four well-known makes: Motosacoche, Condor, Moser and Royal-Standard.

Motosacoche & Co., Ltd., Geneva, exhibited a series of elegant models. Two new 500 cm. types are now obtainable with light tourist and sport equipment. The tourist model has a new engine with side valves and the sport machine has an improved engine with valves in head. The two 500 cm. de luxe models have also undergone a series of improvements. The new 2 cylinder 850 machine was especially admired. Their show was completed by a light 750 cm. 2 cylinder type, 2 racing machines and a 3 wheel delivery van.

Condor, Swiss bicycle and motor cycle works at Courfaivre, exhibit their newest popular and super-sport models, all of which are provided with reinforced 3-4 speed gears.

The *Fritz Moser* engine and motor cycle works Ltd., St. Aubin, included several novelties in their show, for example, an automatic tipping lever lubrication and an automatic lubrication of the bumpers which greatly lessens the wear and eliminates the noise of the tipping lever.

The *Royal-Standard* of the firm Panchaud & Co., Ltd., Geneva, were first constructed four years ago, and since then they have been the object of general consideration. But this firm does not build any special model in series.

The Swiss bicycle industry is represented by the latest models of the firms E. Barnoud at Geneva, Flambeau and New Sterling, Condor at Courfaivre, Panchaud & Co., Geneva (Royal-Standard).

The exhibit of Scintilla & Co., Ltd. is characterized by many innovations. A new ignition apparatus "Vertex" combines the advantages of magneto and battery ignition. It works independently from the battery, viz., produces its own igniting current and, like the magneto, may be installed in place of any battery igniting distributor. Their manufacturing programme includes the following electric accessories: wind shield wipers, direction signals and stop lights. Another innovation are Scintilla alternators which furnish tractors operating after dark a good light without requiring the installation of a battery.

The very extensive Swiss automobile accessories industry is represented principally by the following firms: Auto-Guide Globus & Co., Ltd., at Zurich, which has published a new and very detailed motor guide of Switzerland with accident insurance; Brevo & Co., Ltd., at Horgen, Zurich (tank installations, fire extinguishers); Alfred Eicken, Pully/Lausanne (modern and very simple and practicable lifting jacks); Oerlikon accumulator works (batteries and accumulators); Ferrier, Güdel & Co., Lucerne (tools and precision instruments: electric); A. Held & Co., Montreux (automatic garage doors); Sausser & Co., Ltd., Soleure ("Sasso" petrol gauge distributor).

Swiss Industry and Trade.

THE FLORAL FAIRYLAND OF THE ALPS.

Of the thousands of holiday-makers who annually travel from far and near to enjoy the invigorating mountain air and superb scenery of Switzerland, there must be very few who return without being entranced by the richly coloured flora of the Alps. Those — if there are any such — who could gaze on these fascinating floral carpets and not be moved by the brilliant picture can hardly be of normal outlook and temperament. Many who take but a moderate interest, if any, in the more scattered flora of their own native land become enthusiastic flower lovers when they go up on to the mountains, where they soon realize that there are many species besides the familiar alpenrose and the famous edelweiss.

"Floral carpets" is no mere figure of speech, for often the Alpine blossoms stand so close together as practically to form a covering for pastures, meadows and rocks.

To afford flower lovers an opportunity of enjoying the unparalleled sight of the Swiss flora in its natural surroundings, arrangements have

been made for a party to travel to Interlaken and Kandersteg under the expert guidance of Dr. Hugh Roger-Smith, Honorary Secretary of the Alpine Garden Society. The party will leave London by the afternoon service via Dover and Calais on Saturday, June 11, reaching Interlaken next morning. During the period June 13-17 a series of delightful excursions will be made from Interlaken, by rail, by car and on foot, to various places of floral interest, and on the 18th the tour will be continued to Kandersteg, in the heart of the Bernese Oberland. Here also a series of interesting excursions has been planned for the five days, June 19-23, and the party will return to London on the 24th.

In the vicinity of both Interlaken and Kandersteg are veritable Alpine fairylands where blue gentians, golden ranunculus, white and variegated anemones, pinks, primroses, pansies and saxifrages delight the eye for miles around. There we find the magnificent alpine aquilegia, distinguished by its large sky-blue flowers, the prolific arabis, the rock-loving alyssum, the mountain viola of various colours, the flaming dianthus, primulas, veronicas and a host of others. The woods of St. Beatenberg, near Interlaken, are full of sub-Alpine plants and the wild cyclamen flourishes in profusion.

The Schynige-Platte, above Interlaken, is as famous for its flora as for the gorgeous Alpine panorama offered from its sheltered terrace. In every nook and cranny glorious flowers run riot — linaria, thyme, dianthus and arnica in wild confusion, and the rosy blossoms of the willow-herb spread here and there over patches of bare rock. The effect is entrancing.

June is the ideal month for walking in Switzerland, and it is the ideal month for such a tour. By this we do not mean to suggest that members of the Alpine Flower Lovers' Party will be asked to stretch their limbs in strenuous fashion, for where walking is involved at all it will be walking of the easiest possible sort.

Interlaken and Kandersteg have something for everybody — a majestic mountain panorama, shady woods, flower-covered meadows, trout streams and innumerable walks — some along level paths, some up the slopes to the floral fairyland reaching up to the snows. June is Spring-time in the Alps. For some obscure reason — or misunderstanding — it is comparatively neglected, and Nature's most exquisite beauties are largely left to blush unseen. Here is an excellent opportunity to see them at their best.

Traveller's Gazette.

LA LUTTE CONTRE LE CHOMAGE EN SUISSE.

L'initiative privée s'efforce en bien des endroits de remédier aux effets de la crise et de lutter contre le chômage en introduisant de nouvelles industries qui permettent d'assurer une occupation lucrative aux artisans privés de leur travail; c'est ainsi que plusieurs fois déjà l'Association Suisse de propagande pour l'entraide économique nationale (Semaine Suisse), s'est chargée de faire connaître de telles entreprises, éminemment dignes d'être soutenues et encouragées. Une des plus récentes est celle fondée dans la région de Ste-Croix, sous le nom d' "Association coopérative des ouvriers à domicile, Les Granges de Ste-Croix" et qui introduit la fabrication de synthétiques et autres, et mises en vente sous la marque "Argentina." Cette entreprise se propose aussi de fabriquer des broches, pendanatifs, boutons de manchettes, etc. Elle fournit déjà quelques spécialités parmi lesquelles des bagues aux couleurs de sociétés d'étudiants. On peut s'attendre à un succès de cette initiative, du fait de la grande vogue dont jouissent actuellement les bijoux d'argent; les bijouteries ont en général assuré l'entreprise de leur appui et il ne reste guère que la faveur du public à obtenir. Espérons donc que ce dernier manifesterait son intérêt pour ces nouveaux produits suisses de qualité dont la vente assurée à de nombreux compatriotes un salaire appréciable en la période de chômage que nous traversons.

En Suisse orientale également, où la crise se fait durement sentir, l'initiative privée ne reste pas inactive. Le canton de St. Gall, comme celui de Berne, a créé un office cantonal pour l'introduction d'industries nouvelles afin de centraliser les renseignements de cette nature et de permettre aux intéressés de prendre plus facilement contact. Grâce aux efforts de l'office saint-gallois, une industrie de St. Gall a pu se spécialiser dans la fabrication des fermetures "éclair" bien connues et fort appréciées dans leurs multiples applications. Il s'agit là d'ailleurs d'une invention suisse dont la guerre empêcha l'exploitation et qui fut améliorée par la suite en Amérique. L'industrie suisse en question possède une installation moderne qui lui permet de livrer une excellente marchandise à des prix très abordables; elle occupe plus de 150 personnes et sera bientôt à même non seulement de couvrir la demande suisse, mais d'exporter ses produits ce qui, en regard du déficit de notre balance commerciale, est un exemple encourageant. A.S.P.