

Snow rover - a british - Swiss development

Autor(en): **[s.n.]**

Objekttyp: **Article**

Zeitschrift: **The Swiss observer : the journal of the Federation of Swiss Societies in the UK**

Band (Jahr): **- (1963)**

Heft 1425

PDF erstellt am: **28.04.2024**

Persistenter Link: <https://doi.org/10.5169/seals-688116>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern.

Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden.

Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

States, the main reason is because of the expansion of trade within its own confines.

This is the dominant economic factor, and the main source of confidence at the present time. By the beginning of 1963, the European Common Market has been judged a success, and from now on the tendency will be to capitalize on the advantages and minimize the problems. Time has resolved many of the doubts which arose when the experiment was launched. Some examples are cited. For instance, the prediction that the Italian steel industry would fall victim to the much more powerful industries of Germany, France and Belgium after the Coal and Steel Community went into operation; in practice, over the past 10 years the industry of Italy has enjoyed the greatest relative growth.

Another assumption, following the signing of the Treaty of Rome, was that west Germany would dominate the Six, and its exports swamp the rest. The statistics show that in the first three years, Italian industrial exports to west Germany rose by 125 per cent, but imports from Germany by only 41 per cent. Exports by the Benelux area rose three times as fast as imports, again in relation to west Germany.

The Common Market has led to an overall expansion of trade among member countries to an extent unforeseen by businessmen. French steelmakers have made headway in south Germany, Italian appliance manufacturers have scored a smashing success in France, Belgian furniture manufacturers have found outlets all over Europe, and the German chemical industry has enjoyed an export boom. But the internal growth has not been only in terms of trade. No figures are readily available in support, but the expansion of mutual investment is believed to have been even greater.

Increasing Scale

German firms invested very little in France in the old days. Now they are doing so on an increasing scale, and vice-versa. Out of 236 new enterprises set up in Belgium by foreign firms in 1961, 26 were French, 22 German, 45 Dutch, 18 Swiss, the aggregate well surpassing the United States total of 77. This was in spite of the progressive reduction of tariffs between member countries. This co-ordination and strengthening of the structure is a source of confidence practically unique in the modern business world.

(By courtesy, "The Times" 11th January 1963.)

SNOW ROVER — A BRITISH-SWISS DEVELOPMENT

Exhibited at the recent Public Works Exhibition at Olympia was a new addition to the already versatile Land-Rover: A Land-Rover *Snow Blower*.

The machine is the result of a close British-Swiss co-operation between the Rover Co. Ltd., Solihull, and the Swiss Rolba Company, who are a world-wide organisation specialising in snow-clearing equipment and whose snow-clearing machines are already used in considerable numbers in the U.K.

As a special feature, the machine is equipped with hydrostatic transmission, which does away with gear changing during ploughing.

This new machine will have universal appeal, especially in countries with sporadic snow falls, owing to the fact that the machine is a dual purpose machine, and that the vehicle portion can be used for other purposes during the snow free time. Attaching and detaching of the snow blower attachment only takes a few minutes.

BERNESE OBERLAND NEWS LETTER

Adelboden

Renovation and modernisation all along the line is reported from this favourite resort. This applies to hotels — with rather more beds available than hitherto — inns, restaurants and cafés. A new ski-lift from the "Boden" to the "Fleckli" has been opened and the passenger capacity of the Boden-Kuonisbergli ski-lift will be increased from 400 to 600 per hour. Adelboden already has a completely up-to-date artificial ice rink and now its sports facilities will be better than ever before. Visitors who love "l'après-ski" as much as "le ski" itself will be glad to hear that their tastes will be well catered for at Adelboden's bars, "dangings" and restaurants.

Beatenberg

"The snow may not always be reliable at Beatenberg, but you can count on sunshine from dawn to dusk." This description by a visitor is not exaggerated. However, it omits one important fact: a chair-lift runs direct from the village to the Niederhorn (Hausberg), where good skiing can be had from December to Easter. And in mid-winter you can ski at Beatenberg itself, with its skating rink, ski-lift and ski-jumping ramp. After all, the place is 3,937 feet up and must therefore have some snow to offer! A dozen medium category hotels, a number of children's holiday homes and numerous holiday chalets complete the amenities of this sunshine resort.

Brünig-Hasliberg

Four charming little villages strung along a sunny mountain-side: Hohfluh (3,445 feet), Wasserwendi (4,101 feet), Goldern (3,609 feet) and Reuti (3,510 feet). Access: trains from Interlaken or Lucerne to Brünig (S.B.B. Station) connecting with postal motor-coach service. Motor road open all the year. Unterfluh nursery ski-lift. Hasliberg-Käserstatt "Gondelbahn" (enclosed chair-lift). Käserstatt-Hohbühl ski-lift. Ideal ski-country with wide choice of downhill runs.

Grindelwald

Grindelwald is celebrating its seventy-fifth birthday as a winter sports centre. And it has plenty to be proud of! Take uphill transportation: apart from the well-known Wengernalp-Jungfrau Railway and Grindelwald-First Chairlift, there are no less than six ski-lifts and a ski-funi. Two new ski-lifts in the First area are a welcome addition to the already excellent facilities. Keen types can therefore keep themselves busy while the indoor sportsman will feel his blood tingle — or rather his mouth water! — at the thought of the Grindelwald *Quinzaine Culinare*, during which hotel guests may dine out at any hotel in the resort and enjoy its speciality without paying a supplement.

Gstaad

The very name conjures up visions of princes, princesses, film stars and oil magnates. In fact, of course, this crowned and uncrowned royalty is greatly outnumbered by the more "average" holidaymakers out to enjoy themselves. Second-class hotels and other less expensive forms of holiday accommodation are just as much in evidence as luxury and first-class establishments and exclusive chalets (chalets, incidentally, can also be rented). A local season ticket already covers twenty-five cableways, etc., and ski-lifts in the region, and now Gstaad is building four