

## Searching for Speed - Switzerland

allowed Chaplin to purchase Manor de Bain, along with 37 acres, at Corsier. Chaplin was buried in Corsier's cemetery in 1977 and his son Michael was still living in the Manor in 2000.

Chaplin enjoyed fine cars, including a 1929 Pierce Arrow 4-door dual cowl phaeton and a Bugatti, on display at the Schlumpf museum in Mulhouse, France.

**Davos** A major ski center, Davos sited the world's first T-bar, built by Richard Kohnstamm on the Bolgen slope. The area also features an early (1899) cog rail, the Schatzalpbahn, which runs up to the Schatzalp on Parsenn. Village altitude: 5110 feet; vertical drop: 4269; longest run: 7.5 miles.



Fig. 862 Füelapass, looking east with Pischahorn on the left.

Davos gained fame as a kur center for those suffering from tuberculous. Frequented by the wives of Arthur Conan Doyle, Robert Louis Stevenson and Thomas Mann, Davos has grown into Switzerland's largest Alpine resort attracting Richard Seaman and his bride, Erika Popp, after their marriage in London in December, 1938.

The Füelapass, which lies just east of Davos near the Pisch ski area, leads to Susch. If you head south from there you will end up in St. Moritz. The pass has been used for various races and oldtimer rallies.

**Dietikon** East of Zürich.

**Dietikon Rapid** This company, know today for its mowers, agricultural machines and snowmobiles, built Rapid cars between 1944 and 1946. They were the last cars to be totally built in Switzerland. All 34 of them.



Fig. 863 1946 Rapid, Swiss Transport Museum, Lucerne.

The Rapid was built of aluminum with a four stroke 8 PS engine using a single piston. A project used to help Swiss industry after WW II, it failed when the economy improved and the Canton of Zurich ceased funding the car.

**Geneva** Geneva (Genève in French) lies at the southern tip of Lake Geneva though Lake Geneva is actually called Lac Léman except for the southern tip which is called Lac Genève.

The city has hosted some auto races such as the 1948 Grand Prix des Nations won by Farina on 2 May in a Maserati 4CL.

**Environs:** Carouge, Cologny, Corsier.

**Amas Bank** *Place de la Fusterie*. This bank is owned by Srichand Hinduja of the Indian Hinduja family. In 2002, the family was ranked as the third richest in Switzerland, behind only Prince Hans Adam from Liechtensein and the Latsis banking family. The Hindujas are involved in banking as well as commerce and services, and own the Gulf name found on Porsche 917s at Le Mans in the 1970s.

The family has also bought and integrated the Swiss branches of the German Schmidt Bank.

**Musee International de l'Automobil** *Voie-des-Traz 40 Palexpo (Hall 7), Geneva outskirts, next to the Airport, 1218 Grand Saconnex*. The collection includes a Bugatti Type 51 Monoposto.

**National Hotel** It was to the National at 20 Rue Sturm (the hotel no longer exists as far as I can tell) that Emil Jellinek, who financed the development of Daimler race cars and had his daughter's name (Mercedes) affixed to some Daimler cars, retreated from Meran in the early part of 1915.

Being an Austrian, Jellinek was not wanted by the French in Nice where he usually wintered. Supposedly, Jellinek was expelled from France for being an Austrian spy, but Geneva's tourist board could not substantiate that, and Jellinek's grandson, René Jellinek-Mercedes, still living in Nice in 1988, claims that his grandfather was simply vacationing in Geneva when war was declared.

While his reserves dwindled, Jellinek walked along the lake or had a beer at the Taverne du Crocodile - which I have not located at this point. As the war dragged on, Jellinek became ill and died of a stroke on 21 January. In 1968, Jellinek's remains were transferred from St. George cemetery to Le Chateau cemetery in Nice, France.

**Piccard, Picet & Cie. SA** Begun in 1906, this firm began building Pic-Pic cars in 1910. In 1912 the company secured sole manufacturing rights to a valveless motor designed by Argyll's Burt McCollum in Scotland. The cars were known as the Rolls-Royces of Switzerland. The firm failed in 1926.



Fig. 864 1919 Pic-Pic, Swiss Transport Museum, Lucerne.