

IMCZNEWS



JUNE 2011



Editorial *Early Summer*

I can't remember a sunnier April and May this year since I came to Switzerland over 30 years ago. We have been truly blessed with continuously nice weather, even if the farmers complain of too little rain. If, and it is a very big IF, the next three months prove to be just as nice then, apart from breaking all records, we should get ready to enjoy such a blessing.

There is no other country which can beat Switzerland for outdoor activities. In spite of its small geographical size, the variety it offers is breathtaking. Take your pick: sailing, boating, swimming, hiking, rambling, paragliding, cycling, diving, the list is long and getting longer. Whatever and wherever your interest may lie, you shall always find the right place and opportunity to practice it.

In all my travels, I have not seen any other country which can offer more in outdoor activities and have never seen peoples who are more sporty than the Swiss. Even during bad weather, I keep coming across and admiring persons, who are obviously on the wrong side of 65, cycling up a steep mountain with the ease of a 20 year old athlete.

Let us enjoy the summer with all what it offers including our annual open air barbecue on August 14. We need to tank up for the long dark winter nights.

Muthana Kubba
Joint Newsletter Editor
secretary@imcz.com



IMCZ

Introducing...new members

THE IMCZ WELCOMES:

Adrian Lüdi

My foreign assignments in Melbourne, Hong Kong and Singapore came to an end a few years ago. I have since been living with my family, wife and one 17 years old daughter in Zug for the past ten years. Now I work with the UBS, Zurich in international wealth management, looking after UHNW (Ultra High Net worth) clients segment from Asia, Israel and Africa. I grew up in Lucerne and studied at St; Gallen where I got my masters degree in International Relations in 1984. My hobbies include Golf, Biking, Swimming, Wine & good food. I am looking forward to meeting many interesting new people from various backgrounds in your club.

The IMCZ also welcomes and hopes to receive more information from

Ari Adricopoulos
Roberto Mastrandrea
René Welti
Fabio Manlo
Mathijs Steegstra

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- JUNE 15TH: **Bowling Centre White Lone, Meierskappel**
- JUNE 16TH: **Joint Stammtisch with ZIWC**
- JUNE 29TH: **Brilliant Brains in Business, Casino Zug**
- AUGUST 14TH: **Annual Barbecue in Unteraegeri, 'Scandinavia at a Glance'**
- NOVEMBER 24TH: **New Members' Reception**





Global Ethics

In the second half of our normal Stammtisch on Thursday May 18, we were treated to a lecture by Tobias Karcher on an unusual subject: **Global Ethics**. Mr. Karcher is the director of Lassalle-Haus in Bad Schönbrunn in Edlibach near Menzingen.

It was quite refreshing to learn that there exists a Global Ethic Foundation right on our doorsteps. A very interesting venture in today's time and age where making money at any cost has become almost a religion.

We all enjoyed Tobias lecture and there was a lively discussion afterwards.



Miscellaneous Happenings

Annual Barbecue in Unteraegeri, 'Scandinavia at a Glance' Sunday August 14



Shooting without thinking...

On May 17th and 24th, a group of 6 IMCZ members were the guest of the Zuger Stadtschützen in Chollermüli. The pistol shooting trainer Heinz Färber welcomed us warmly in the name of the club and introduced us to this fascinating sport.

In theory, shooting is very easy: load the magazine of the sports pistol with 5 rounds, slowly lift the pistol towards the target with front and rear sight in line and increase the pressure on the trigger continuously until the shot suddenly breaks. If you are "surprised" by the shot, then it might be a good result. But if you start thinking and incidentally pull the trigger, thinking "now I am in the 10" - you might never hit the black of the target. Too many muscles in your arm are activated in this whatsoever short moment when you pull the trigger that the aim of the pistol is far off the point where it should be ...

What a great surprise to most of us – shooting and being surprised when the shot breaks.

But there are even more "strange elements": we were told not to aim right at the middle of the target (from the numbers 7 to 10, the target is black), but instead just under the black circle. So we could see the front and rear sight more easy. The pistol is adjusted in a way that the bullet then gets right to the 10.

In contrast to these highly sophisticated descriptions, the technical part is quite easy to understand: at a distance of 25m, it is the task to hit a round paper board target of 50cm diameter subdivided into 10 rings with the highest score, worth 10 points, being a circle of 5cm. The weapons used have an anatomic grip that makes it easy to hold tight. "Normally" it is not allowed to hold it with two hands – but Heinz allowed us to facilitate the whole "thing" by using a helping second hand. Just the way you can always see on TV when there is some shooting going on ...

As a result, some of us were so fascinated by this sport, that they joined the club on the spot.

Thanks again to the Zuger Stadtschützen who invited us to this wonderful event.

P.S.: The Zuger Stadtschützen welcomes everybody who is interested in sports shooting either with pistol or with rifles (50m or 300m). If you are interested please drop me a line ... Next shooting events in the mens club will be air pistol shooting in November.

IMCZ BOARD MEMBERS

Board Member bios are posted under the following link: <http://www.imcz.com/Board.asp>. Go ahead and check them out!

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Fat burning: on a low-calorie stomach or rather full-fat?

Maximizing fat burning (lipid oxidation) may be wishful for athletic, medical, or simply esthetic reasons. Among couch potatoes and many only occasionally active individuals seeking to lose weight, it is often believed that to burn fat one has to train at a rather low intensity. It is true that the highest *relative* lipid oxidation rate of approx. 0.54 g/min occurs at 60-65% VO₂max (maximal oxygen uptake). In other words: for the combustion of 100 g fat at this lipid oxidation rate, one has theoretically to train during 185 minutes, that is more than 3 hours!



Contributed by IMCZ member Remo P. Jutzeler van Wijlen, Head R&D Sponser Sports Food Ing. Appl Food Sciences, MAS Nutrition & Health ETHZ

low insulin levels in our body. In the opposite, the intake of carbohydrates can reduce fat oxidation to about 2/3 of its maximum. In exercise time: to burn 100 g of fat at 60% VO₂max 3.5 hours are needed if fasted, but after the intake of 75 g glucose 6 hours are necessary. A brand-new study showing

also an increased fat oxidation during moderate cycling when fasted (*Paoli et al, IJSNEM, 2011*), demonstrated, however, the opposite after 12 h and 24 hours post exercise: the fat oxidation rate was higher after training in subjects taking breakfast before exercising than in those without! Yet, the breakfast taken in that study consisted of 25% protein, 53% fat, but only 22% carbohydrates, making it a severe low-carb meal! It can be safely argued that such a low-carb meal is far from the nutrient composition of our contemporary diets, which are high in carbohydrates, and that it promotes low insulin levels, and consequently supports fat oxidation. You must not expect the same effect of a standard Western breakfast!

But a high *relative* fat oxidation rate must not be interpreted as a high *absolute* fat burning! The lipid oxidation rate increases from low to moderate intensity, and decreases again at higher intensity. Still, "Fat burns in the fire of carbs" is a valid term, meaning high-intensity exercise depending on a relative high carbohydrate burning rate, may produce a higher overall quantity of lost fat due to its "afterburner" effect post exercise. But it is obviously difficult for untrained, overweight people, which are not necessarily fit enough to train hard enough in order to burn more net fat. It is even questionable, if overweight, and even more obese people, are able to train 30-45 min at 60-65% VO₂max at all. It is furthermore to consider that the type of exercise also causes different maximal fat oxidation rates. In a study with highly trained men, running on a treadmill produced a 30% (!) higher maximal fat oxidation rate than cycling, though at about the same intensity.

Now we come to the nutritional impact on fat burning. It is also known that exercise in a fasted state increases fat oxidation, due to

than such a meal delivers. However, this should be super-compensated through the following 12-24 hours by an increased fat oxidation rate as mentioned above. Precondition is the capacity to endure the intensity and duration of the exercise, the mentioned composition of the pre-exercise meal, as well as a nutritionally and quantitatively reasonably balanced diet throughout the rest of the day, of course! If any one of these conditions cannot be fulfilled – better train with an empty stomach. Athletes performing endurance exercises in order to improve their lipid metabolism



So what are the recommendations? Is it better to train before or after breakfast? People primarily seeking to lose weight/fat, meaning a high as possible net fat oxidation, may try taking a pre-exercise meal high in protein and fat, but low in carbohydrates. But running or rowing for 30-45 minutes at 60-65% VO₂max should still be feasible. This may result in less net calories and fat burnt

should do so on an empty stomach or in a fasting state. Such exercise induces the highest fat oxidation rate of around 62% VO₂max together with metabolic adaptations. However, if the exercises were to last for several hours or the oxidation rate were to exceed 65% then it is recommended to take some proteins or carbohydrates during the exercise.

«Trust has to be earned anew every day» (J.H. Pestalozzi) This credo leads us in our daily activities for:

- **Independent** financial services
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For an investment outlook, an independent portfolio analysis or advice please contact:



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Jet Cars, the Ultimate Hybrids of the Future

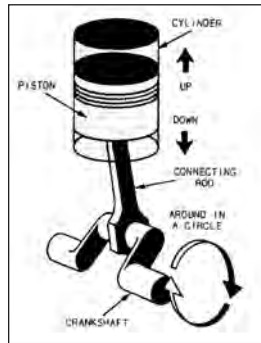
Contributed by IMCZ Secretary and Joint Newsletter Editor Muthana Kubba

The Four Stroke Internal Combustion Engine

Most of us are unaware of how mechanically complicated the good old internal combustion engines in our cars are. The number of moving and rubbing parts required to convert a reciprocating motion into a rotational one is incredibly large. In fact it is a marvel of mechanical engineering that they work so well.

Just think for a moment of a one cylinder engine, what is needed to make it work:

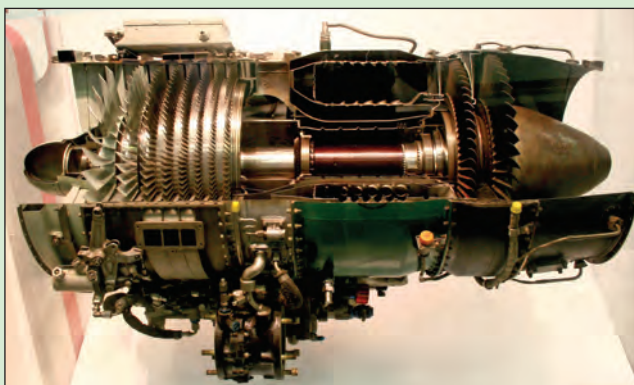
- A piston which moves up and down in a cylinder,
- A connecting rod which connects it to a crankshaft,
- A camshaft coupled to the crankshaft
- Two valves in the cylinder head, which are actuated by the camshaft.



The camshaft is coupled to the crankshaft either by a chain like a bicycle chain or by gears to rotate at half the speed of the crankshaft. The camshaft then actuates the two valves in the cylinder head. One valve lets in air-fuel mixture (or just air in the case of diesel engines) and the other valve lets out the exhaust gases. Thus to make the ubiquitous four stroke engine work almost 10 moving parts per cylinder are needed. Each has to be specially hardened, continuously lubricated and cooled. For a typical four cylinder engine the number of moving parts is well over 40.

In spite of its complication, it has been very difficult to replace. Its relatively high efficiency was hard to beat. Additionally, it develops fairly high torque at mid speeds, which makes it ideally suited for vehicle propulsion. However, due to its high degree of complication and large number of moving parts, it has relatively limited lifetime. A car with a petrol engine can typically drive for 200'000 km before a major overhaul of the engine is due. At an overall average speed of 100 km/h, this translates into a lifetime of 2000 hours for the engine. On the other hand the typical lifetime for an aviation jet turbine is 20'000 hours. This is one whole order of magnitude higher even with the much more stringent aviation safety requirements.

The gas turbine is also an internal combustion engine, but it has only one moving part. The principle of their operation is quite simple. In the



cross section of a typical engine shown, air is sucked in from the left by an eight stage compressor. You can observe that the blades of the compressor are closer as the air pressure increases with successive stages. The air temperature also increases as the air gets compressed. The highly compressed hot air is then directed to the combustion chambers where fuel is added and ignited. Through the ignition the temperature of the air rises further and its volume increases considerably. It is then directed to the blades of the two stage turbine on the right. The air turns the blades in the same way as air turns the blades of a windmill. The whole assembly, turbine and compressor blades are mounted on one shaft. The simplicity of the engine is stunning. No wonder that the aviation industry uses it exclusively to power all aircraft.

Turbine Engines for Cars

Of course engineers have thought a lot in the past about replacing the reciprocating internal combustion engine by a simpler engine. Turbines are an attractive alternative. With only one moving part they are a huge simplification, both in manufacturing, cost and maintenance. In fact an attempt was made and one car, with a jet



engine was manufactured and marketed. Rover produced JET1 car in 1950. It had a gas turbine engine and had achieved the world speed record of 243 km/h two years later. However, it was not a commercial success. The fuel consumption was horrendous and its response to throttle adjustments was very poor.

Chrysler also dabbled with gas turbine powered cars. In 1963 they produced a trial series of 55 cars fitted with gas turbines. However, due to poor performance the car never went into commercial production. One of the main stumbling blocks was the very high speed of the engine 40'000 to 88'000 revolution per minute. This requires very large gear reduction compared with the typical car engine speeds of 1000 to 3000 rpm. It is obvious to see why such a driving gear would not respond rapidly to throttle control.

Apart from these drawbacks, the biggest hurdle to developing suitable turbines for car propulsion was a different and more basic. The way turbine rotors are manufactured made it virtually impossible to develop small units, suitable for cars. The traditional way to build turbines has always been to assemble the blisk (Blade Integrated Disk) of the turbine in several parts and the blades had to be bonded to the central hub.

This process made it impossible to shrink the size of the turbines below a certain limit. However the size of the smallest turbine which could be built was too big and hence unsuitable for cars.

A breakthrough was recently achieved by a UK based company in Coventry, **Bladon Jets Ltd.** They proved the experts wrong by building micro turbines. Essentially they developed a process to machine an entire turbine blisk from a single block of any metal. They have used an extra strong and light alloy of aluminium and titanium. Low blade weight is essential if very high rotational speeds, up to 88000 rpm, are to be used. The company has patented the method for cutting a metal extremely accurately in a repeating method based on so called "spark erosion".

Turbine Electric Hybrid

The development of reliable, high powered and small turbines has opened a way for making hybrid cars which are affordable, reliable and suitable for everyday use. The stumbling block with hybrid cars, which all major car manufacturers worldwide are scrambling to put on the market, has always been the battery. There is a critical trade-off between the size of the battery and the range of the car. Make the battery sufficiently large to give the car a high enough practical range, and the car would be too heavy, too expensive and environmentally unfriendly. Manufacturing Lithium-Ion batteries is not environmentally friendly. On the other hand, making the battery small would limit the range to daily trips only and make long distance travel very difficult; especially since charging the batteries can take up to 8 hours.

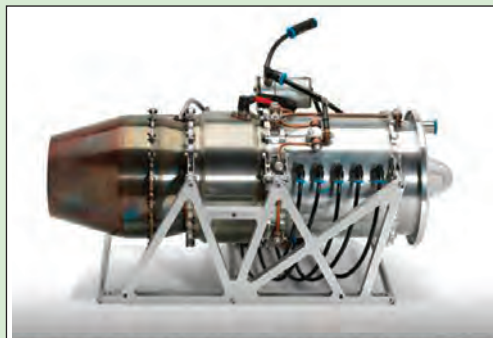
To overcome this conundrum, manufacturers thought of using a range extender. Typically a small reciprocating engine coupled with an electric generator to top up the batteries and achieve a higher range. The problem with this solution is that it is a step backwards. We are going back to the internal combustion engine with its complication and limited life span.

However, if the topping up engine were replaced by a gas turbine then the ultimate car of the future would be born. Jaguar is already building a race version of such a car, which was presented at the Paris Motor show. The C-X75. This car is the forerunner of the ultimate everyday car of the future. Additionally, since the electric motor could be built to develop full torque at zero speed, i.e. right from the start, there would be no need for gears and clutch. Also, if four motors were built in the hubs of the four wheels, instead of one motor driving the rear wheels, then the complete driving train would be no longer required.

Therefore the key features of the ultimate dream car would be:

- Four hub-mounted brushless electric motors which drive the wheels directly. They become generators when braking thus recovering the car's kinetic energy and recharging the batteries. No driving train whatsoever is needed.
- A 10 kWh Lithium Ion battery sufficient for a 80 Km range
- One turbine driven generator, running at 80'000 rpm and generating 70 kW electric power. The turbine can be made to run on gas, petrol or diesel. It kicks in when the battery power falls below 10% of its full power.
- The range of the car with a fully charged battery and a full tank would be around 800 km
- The price of a four door family limousine would be under Sfr. 60'000,-

With only five major moving parts (four wheels and the turbine) the dream cars of the future would in all probability put a whole trade out of business. Garages and car mechanics will have very little to do. No sparking plugs or exhaust muffler to be changed, no oil and water level checks, no clutch or gearbox which can go wrong and best of all



**One piece integrally-bladed turbine
Size 10x10x30 cm, 70 kW Output**

no engine to be adjusted and made to work smoothly. The only thing the future car might require is a replacement turbine unit after 2 million km travelled. If you are doing 20000 km annually, as most of us do, then a change every 100 years would be needed (tell this to your grandchildren). The battery might need replacement now and again, but the manufacturers claim that it would have a lifetime of at least 10 years. There remains only the brake pads which might need occasional replacement. Most of the braking is done electronically by recovering the kinetic energy and recharging the battery. The brake pads would be needed as a back up and final brake for stopping completely. Only bodywork shops and tyre changing

garages would continue to be needed. What a luxury, forget regular recalls by the MFK! (MotorFahrzeugKontrolle)

When we can buy such a car from the showrooms is not yet clear, possibly as soon as 2015, may be even sooner. If you are thinking of changing your car, wait a bit. May be you will want to buy your dream car of the future.



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Market leaders are the darlings of the Institutionals

If you are new to growth-stock investing, it's perfectly normal to believe you should buy a laggard stock, and not a leader. You might feel that cheap, low-priced stocks have the biggest potential for gains. Some penny stocks do make big profits, but they are rare. They are most likely cheap because their companies are inferior in many respects, from their products to their earnings power to the quality of their executive management.

On the other hand, market leaders, such as Google was from 2004 to 2007, or Master Card (MA) from 2006 to 2008, enjoy strong, long-term demand from institutions. Mutual funds, hedge funds, pension plans, banks and the like make up roughly 80 percent of market trading. They often own more the half of the float in a great stock so it pays to respect their power.

Such stocks thrive in the market because they regularly generate the biggest increases in earnings and sales, simply because they sell the best products or services in their industry. Therefore institutional investors prefer to invest their funds in companies, whose

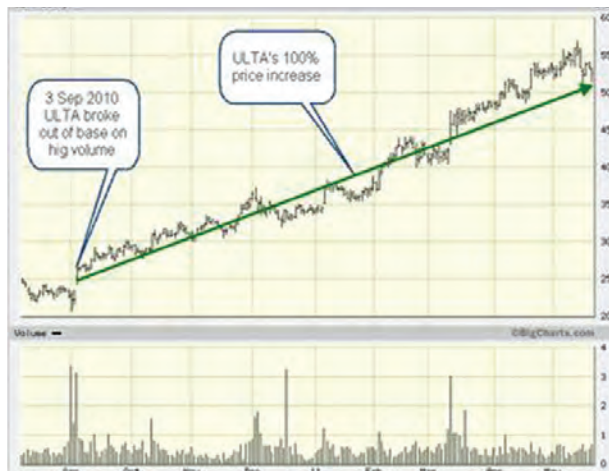
products and services are in strong demand rather than in stocks that are threatened by liquidation.

Market history verifies that the biggest winners were leading in relative price performance and were trading near their 52-week highs before they started their big runs. Therefore focusing on stocks with a Relative Strength Index (RSI) rating of 85 or higher is key.

Ulta Salon, Cosmetics & Fragrance (ULTA) has proven its leadership credentials. It may have copied Home Depot's (HD) business model, which enriched investors from the 1980s to the early 1990s by being the first to offer an ultra-wide range of building products under one roof for the professional contractor and the do-it-yourselfer. Ulta has applied its concept in the market of beauty care and cosmetics. When Ulta broke out of a 10 week support base on September 3, 2010, fund sponsorship boomed. In the second quarter,

363 funds owned its shares, up from 217 in June 2009. Its strong market performance from its breakout point still confirms its leadership status, because since then the stock has ramped up 100%.

Grail recommended ULTA on Oct 12, 2010, from which it has climbed 70%.



by IMCZ Member John Henry Smith



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PUB EVENTS

Sundays are Game days at Pickwick Zug

Enjoy a quiet game of darts, chess or backgammon, or a not-so-quiet game of giant Jenga. For two people or twenty (or more) come down and have some fun.

Friday, June 3rd at 22:00 Karaoke

Lots of tunes and lots of fun ! The Karaoke starts at 22:00 but the party goes all night long.



From the
SLOPES...

GLACIER 3000 DIABLERETS - GSTAAD

www.glacier3000.ch

Contributed by IMCZ Member Joseph Dow

Last month, I tentatively proclaimed the ski season finished. Then, I received an advertisement email for Glacier 3000. Well, you know me, I pulled out my special White Dot superfat, twin-tip skis (*maybe I will feature this ski maker next fall and tell you about their special skis. The unique Preacher model has given me a second season for the past two years through their unparalleled performance on wet, heavy snow*), opened up the base structure with a brass brush, rubbed on some wax, and packed my kit. I managed two last days of skiing on the glacier, a week apart.

LOCATION: In southwestern Switzerland in the western Bernese Alps on the borders of cantons Valais and Vaud. The trip is around 3 hours traveling by car, but well over 4 hours via SBB from Zug (Zug – Zurich – Spiez – Zweisimmen – Gstaad – Post bus to Col du Pillon). Currently, there is extensive construction around Gstaad and Les Diablerets (returning to Zug took about 5 hours). Recommendation: Drive, if you have a car!

VILLAGES: This ski area is up on a glacier, off the highway, in the alpine pass between ritzy Gstaad and quiet, little Les Diablerets. There is a parking lot and a restaurant at the main Talstation at Col du Pillon (1'546m) but no village. The Reusch Talstation, which had already closed for the season, is even more spartan.

SCENERY: A moonscape of white, which is deserted and serene late in the season. The Oldenhorn (3'123m) towers over the ski area on one side near the top tram station, Scex Rouge (2'971m), which looks out across the Tsanfleuron Glacier towards the huge, fan-shaped rock, Quille du Diable (2'908m), a spectacular monument on the far edge of the glacier. Near the Quille, you can see a beautiful vista of some of the major peaks of the Pennine Alps, including the Weisshorn, Zinalrothorn, Matterhorn and Dent Blanche. You can also find the Jungfrau group and Mont Blanc massive from various viewpoints.

RUNS: The area is divided between the glacial runs and the stunning La Combe d'Audon, a black run ringed by vertical rock walls, and the traversing red run between Oldenegg and Cabane, below. Usually, I find glacier runs rather flat, but these runs have a moderate pitch to them and are quite fun if the temperature is not too high. There is one marked run on the edge of the glacier off the path to the Quille du Diable that is left ungroomed. So, with few skiers around in the later portion of the season, this run can be full of untracked powder as it was for me. The Audon run, below the glacier, is long, fairly steep and challenging and is reputed to hold the snow well late in the season.

LIFT SYSTEM: The glacier is served by T-bars, but the Audon is reached from the top of the Scex Rouge after a long "glacier walk" trail. Once you have completed the run, you must take a series of chairlifts around the entire area and back up to the top via the second stage of the Luftseilbahn. Yes, the run is well worth the circuitous route, however it takes a lot of time and limits the number of runs you can get on the Audon. This run may also close early in the afternoon, around 3pm, when the risk of Lawine increases and the last tram ride up to the top at 2:40pm is much earlier than the closure time of the lifts on the glacier. You may have to make a choice of one afternoon run down the Audon or four or five off the T-bars on the glacier. There are 9 lifts including the two-staged Luftseilbahn up to the





Scex Rouge serving 25km of ski pistes with a vertical drop of 1'666m. Although you may ski at Glacier 3000 using your lift pass from Gstaad Mountain Rides or Alpes Vaudoises, there is no practical linkage by lift, so you would need to take a shuttle or Post bus from either Gstaad or Les Diablerets.

FOOD: There are a number of restaurants at this area with two in the Botta lodge at the top at Scex Rouge, including a fine dining restaurant, which is quite good. While not much to look at, the Alpine Restaurant Oldegg, a little bar and sun terrace at the midpoint between the two chairlifts at Oldenegg, has surprisingly excellent food. I had their fantastic, homemade pumpkin soup, complete with pumpkin seeds, enough heavy whipped cream to float a battleship, and a basket of gourmet bread. Yum!

CONCLUSION: A serene and picturesque area for diehard skiers, after most other resorts have closed for the season. It's too hard to get there and the runs are too limited with slow lift access to make it worth a visit during prime ski season.



END OF THE SEASON: Well, this really is the season finale. Get ready to hike! Ok, maybe a few days on the Klein Matterhorn in the summer for those of us ski addicts! We'll see.



From the LANES... **A Great Start After Easter**

Contributed by IMCZ Member Steve Butterworth

Well we had 14 people last night at bowling and there were some closely fought battles with one clear winner! Hal Trufan with an excellent 455 took the wine for the fellows and Janis Meier for the Ladies on 339.

There was only one solitary Pin between Otto Steuri and Beat Züger! 420 and 419.

Erik Naeser has obviously been practising and improving with every month, so congratulation to Erik on 408.

Hans-Peter Schobert on 384 followed closely by Andrew Joines and Stephen Butterworth on 368 - a draw after much effort from Stephen to catch up!

Hal Trufan had the most Spares at 15 followed by Beat Züger on 12, Otto Steuri, Erik Naeser and Hans-Peter Schobert on 11.

However, Janis had the most strikes at 8 followed by Erik Naeser, Hal Trufan, Amanda Brookes and Beat Züger on 6.

All statistics are back up to date and I for one am looking forward to the next event on 15th June.





Jenny

A man was sitting reading his papers when his wife hit him round the head with a frying pan.

'What was that for?' the man asked.

The wife replied 'That was for the piece of paper with the name Jenny on it that I found in your pants pocket'..

The man then said 'When I was at the races last week Jenny was the name of the horse I bet on' the wife apologized and went on with the housework..

Three days later the man is watching TV when his wife bashes him on the head with an even bigger frying pan, knocking him unconscious.

Upon re-gaining consciousness the man asked why she had hit again.

Wife replied.. 'Your horse phoned'

Time

To realize the value of one week ask an editor of a weekly newspaper.

To realize the value of one minute ask a person who has missed the train, bus or plane.

To realize the value of one second ask a person who has survived an accident.

Time waits for no one treasure every moment you have.

Roosters

A chicken farmer went to a local bar, sat next to a woman, and ordered a glass of champagne. The woman perks up and says, "How about that? I just ordered a glass of champagne, too!"

"What a coincidence," he said, "This is a special day for me, I'm celebrating."

"This is a special day for me, too, and I'm also celebrating!," says the woman.

"What a coincidence," says the man. As they clinked glasses he asked, "What are you celebrating?"

"My husband and I have been trying to have a child, and today my gynecologist told me I'm pregnant!"

"What a coincidence," says the man. "I'm a chicken farmer. For years all my hens were infertile, but today they're finally laying fertilized eggs."

"That's great!" says the woman, "How did your chickens become fertile?"

"I switched roosters," he replied.

She smiled and said, "What a coincidence!"

Angry Exchange

Twinkle twinkle little star
You should know what you are
And once you know what you are
Mental hospital is not so far.
Roses are red; Violets are blue
Monkeys like u should be kept in zoo.
Don't feel so angry you will find me there too
Not in cage but outside, laughing at you



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by IMCZ member David Harris

All web sites included in this series are offered in an unbiased way and do not always reflect my personal views; the reasons for bringing them to your attention are that I found them interesting, perhaps offering another point of view and definitely worthy of note.

HYBRID CARS

www.hybridcars.com/

An on-line magazine of auto alternatives for the 21st century. Whatever your thinking is regarding fossil fuels its clear that change must come, and soon.

HUMAN-POWERED HELICOPTER

www.agrc.umd.edu/gamera

A team of more than 50 students at the University of Maryland's A. James Clark School of Engineering has succeeded in flying their human-powered helicopter, Gamera. Pilot Judy Wexler, a 24-year-old biology graduate student pedalled furiously with both her hands and feet, taking the craft several inches into the air for four to six seconds, setting a world record for human-powered helicopter flight with a female pilot.

MOSSAD

www.mossad.gov.il/Eng

The Institute for Intelligence and Special Operations, otherwise known as the Mossad, has been appointed by the State of Israel to collect information, analyse intelligence, and perform special covert operations beyond its borders.

CENTRAL INTELLIGENCE AGENCY

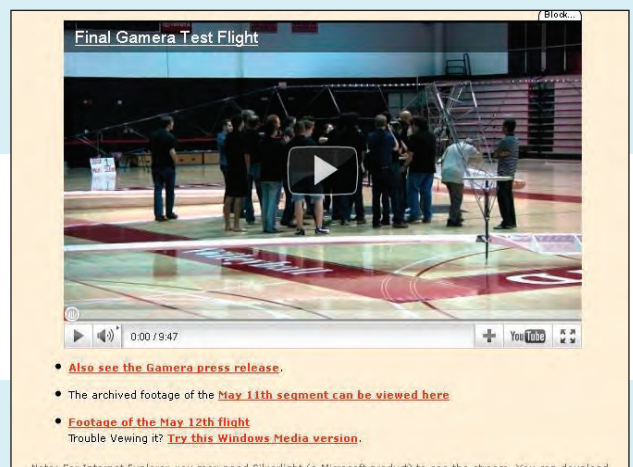
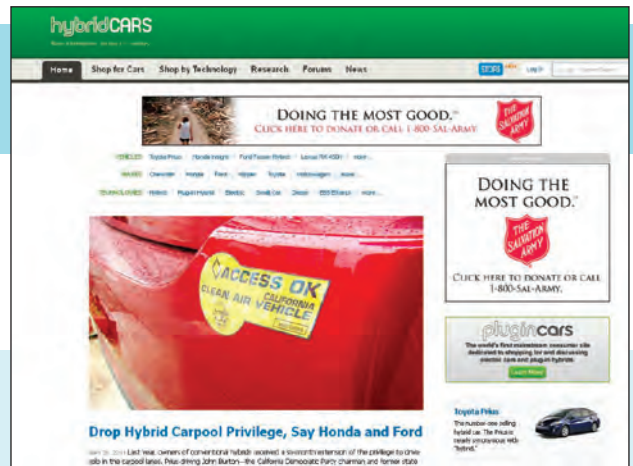
www.cia.gov/

The Central Intelligence Agency (CIA) is an independent US Government agency responsible for providing national security intelligence to senior US policymakers.

EUROPEANA – THINK CULTURE

<http://europeana.eu/portal/>

Europeana enables people to explore the digital resources of Europe's museums, libraries, archives and audio-visual collections. It promotes discovery and networking opportunities in a multilingual space where users can engage, share in and be inspired by the rich diversity of Europe's cultural and scientific heritage.



- Also see the Gamera press release.
- The archived footage of the May 11th segment can be viewed here
- Footage of the May 12th flight
Trouble Viewing? Try this Windows Media version.

Note: For Internet Explorer, you may need Silverlight (a Microsoft product) to see the stream. You can download





Although last month's puzzle was quite straight forward there were not so many replies. The winner is once more Holger Infeldt.

This month's puzzle has 22 clues, but it is quite challenging. I wish the regulars lots of fun. For the newcomers it would be a hard nut to crack. Again, remember the frequency of the digits, and concentrate on those digits with the highest frequency.

The easiest form in which the solution is sent, is nine rows of nine numbers in a Word document or an email. In every Sudoku, every digit between 1 and 9 occurs exactly once in each row, column and 3x3 square. Please send your answers to muthana@trasco.ch

Sudoku

5								9
		1		2				
					5	6		
		7				5	4	
6	2		7					8
4					8	1		
	9			6				
			9	7	4			
								8

Solution to the May 2011 Puzzle:

7	9	2	4	5	6	8	1	3
5	4	3	2	8	1	6	9	7
8	1	6	7	9	3	4	5	2
9	2	7	8	6	4	5	3	1
4	6	5	3	1	2	7	8	9
1	3	8	5	7	9	2	6	4
3	8	9	6	2	7	1	4	5
2	5	1	9	4	8	3	7	6
6	7	4	1	3	5	9	2	8



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collection that is finally worth something?
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Want to create a new or amend an existing web-site but do not have the time or technical knowledge? Contact me for reasonable rates and optimized results. **Stephen Butterworth**, Spb@entourage-butterworth.net

Skis: Volkl P50 SL Carver, silver w/ yel., 177cm, Slalom carving ski, Sfr.225 Or Volkl P40 F1, red w/ blk, 193cm, GS racecarver Sfr.175. Both w/ Marker bindings. Made in Germany, exc. cond..
Joe, jjdow@hotmail.com.

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- 1/3 Page, horizontal (19 x 9.2 cm), Fr. 85.-
- 1/4 Page, A6 vertical (9.2 x 13.5 cm), Fr. 60.-
- 1/4 Page, horizontal (19 x 6.9 cm), Fr. 60.-
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