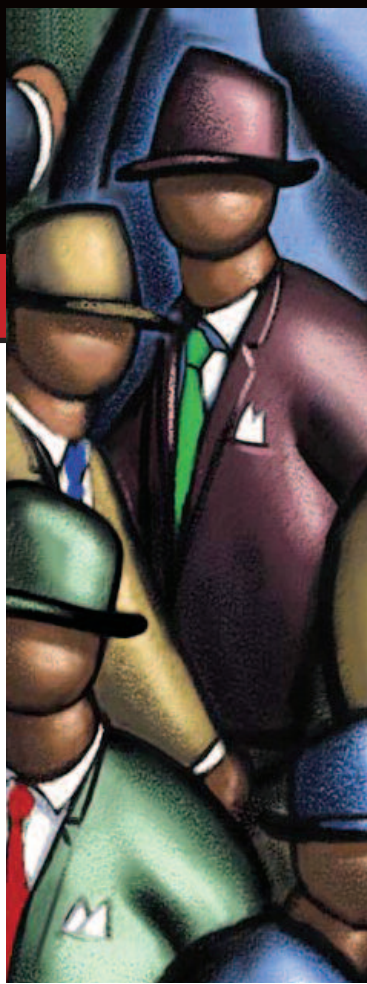


IMCZ NEWS



MAY 2012



EDITORIAL The Disappearing Act

Thanks to our tireless events' organiser, René, an organised trip and hike to the heart of the guest country we are living in, took place last Saturday April 28. It was an unforgettable experience, a mix of a bus ride through the mountains, a hike to where William Tell was supposed to have lived and where he died trying to save the life of a young boy who had fallen into the stream. We also saw the mural showing him jumping out of the boat which was taking him to prison in Küsnacht, whereupon he started the *Eidgenossenschaft*, in Rütli, wrongly translated as confederation, it is an 'Oath Confederation', paving the way to independence and modern day Switzerland. The excursion continued with a combination of a long hike along the lake, where we watched surfers on the Urner Lake negotiating gales of up to 100 km/h, a train ride and then a long boat ride back to Lucerne. Altogether a very titillating excursion with the right mix and above all a first hand insight into the history and origins of the country we all are living in. All for a paltry Sfr 65!



The question is where were our members? Only six members and two guests turned up. Why are so many painfully prepared and executed activities find such low resonance and little interest among our members? It goes without saying that we owe it to the country we are living in to know more about its history and how it evolved. Out of a total of 300 members, only around 10% take part in some of the activities. That is a shockingly low rate, it is up to you, the silent disappearing majority, to come forward and tell the board what you would like to have and see. The least you can do is drop in at the weekly Stammtisch, enjoy a cold beer and engage in useful, entertaining and very often highly intelligent discussions with your colleagues. We want to see you, come along and let us see you.

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Muthana Kubba
Newsletter Editor
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IN THIS ISSUE

PAGE ONE

- New Members
- Editorial
- Future Events

HEALTH P.3

- Teatime before teeing off?

SCIENCE/TECHNOLOGY P.4

- Floating Cities

TRAVEL AND LEISURE P.6

- When dreams come true, The Furka steam train adventure

SPORTS P.8

- From the SLOPES...
Review of the Ski Season
- From the LANES...

HUMOUR P.10

- Various

WWW.SELECTIONS P.10

- Websites Worth Visiting

PUZZLES P.12

- Sudoku

TIDBITS P.12

- Member's Marketplace
- IMCZ Rates
- Corporate Space

FUTURE EVENTS

- **THURSDAY MAY 3, New Members' Reception, Park Hotel, Zug.**
Presentation by Urs Raschle, director of Zug tourism.
- **TUESDAY MAY 8, 25m Pistol shooting event** *Choller shooting stand contact Dr. Max Leyherr*
- **TUESDAY MAY 15, 25m Pistol shooting event** *Choller shooting stand contact Dr. Max Leyherr*
- **WEDNESDAY MAY 16, Bowling, Center White Line, Meierskappel**
- **SATURDAY MAY 19, Visit to Seleger Moor, Rifferswil.**
See the Rhododendrens in full blossom 14:00 hours at the entrance
- **TUESDAY MAY 22, 25m Pistol shooting event** *Choller shooting stand contact Dr. Max Leyherr*
- **WEDNESDAY JUNE 20, Bowling, Center White Line, Meierskappel**
- **THURSDAY, JUNE 21, Presentation by Thomas Barthelt, CFO,**
Lucerne Verkehrshaus / Transportation House of Switzerland.
- **SUNDAY, JUNE 24, Visit to the Lucerne Transportation House of Switzerland / Verkehrshaus.** *Special guided tour and afternoon program for IMCZ members. Meet 13.15 at the entrance.*
- **SUNDAY AUGUST 26, Annual summer barbecue** *at Siehbachsaal, Zug. This year's theme: USA*
- **THURSDAY SEPTEMBER 6, Ian Scarr-Hall** *presentation on the Highlights of Amhuinnsuidhe Castle in the Isle of Harris, Scotland*





More snapshots from the unforgettable excursion to William Tell's territory



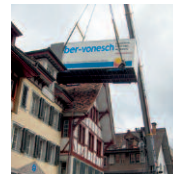
«We were so impressed with the move – it has been the most smooth, easy and stress free move ever for us!»

Linda Sørensen

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Teatime before teeing off?

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

The perceived positive effects on cognitive performance of some foodstuffs are mainly due to the fact that they contain antioxidants, except for the moderate consumption of alcohol which has a psotive effect per se. The antioxidants in question are various polyphenols, in particular those found in tea referred to as 'catechins'. Green tea, so popular with many, is especially rich in catechins. However, it has transpired a few years ago that an additional nutrient also improves cognitive performance, namely L-theanine, which is the dominant amino acid in tea. In fact this amino acid ac-counts for about half of the total amount of free amino acids in leaves and makes about 2.5% by weight of the leaves.

Mental health and cognitive abilities have become of prime interest to the food and pharmaceutical industries, especially in view of the shifting of the population pyramid due to longer life expectancies and its associated neurodegenerative diseases like Alzheimer. Additionally, in a performance-oriented and competitive world – irrespective whether it is in business, education, or sports – there is always huge market potentials for products which improve cognitive performance, alertness, mental focus, learning and memory capabilities!

L-Theanine plays a major role in increasing brain wave activities which are linked to

relaxation, and the reduction of those linked to anxiety (increasing the ratio of alpha/beta-wave activity). Apparently some tests have indicated that fatigue perception is also reduced. Furthermore, increased alpha-wave brain activity, is known to improve concentration, performance, memory and reduce reaction times, as well as increasing precision. The latter was, for example, tested in a golf trial: a dose of 200 mg L-theanine improved teeing-off and putting results (see illustration below). Notably these effects are far more pronounced in high anxiety individual, indicating physiological rather than pharmacological mechanisms, i.e such effects are seen only within and cannot cure or prevent beyond the physiological limits like pharmaceuticals can.

Also L-theanine is said to improve the quality of sleep resulting in better recovery from exhaustion as well as a host of other favourable side effects such as the quality of dreams, less awakenings during sleeping hours and higher sleep efficiency. It is even claimed that one wakes up more refreshed, with a better mood and has even higher self confidence. It seems that L-theanine works antagonistically to caffeine. This might offer an explanation of why some individuals experience no nervous rousing effect after a cup of green tea as compared to a cup of coffee. Overall, one can describe the effect of L-theanine as a relaxing one, without reducing alertness, but attenuating nervousness and anxiety, which finally allows for better focus on a given cognitive task. Unlike caffeine it is not an activating agent. Caffeine works on the adrenaline (epinephrine) axis by prolonging its activity.

There is always, however, a downside. In order to arrive at the threshold of 200 mg L-theanine required to achieve the said improvement, it is necessary to drink 4-5 cups of green tea every day. A lot some people might say.



In Japan, a well known tea drinking country, L-theanine supplements are widely available. The introduction of such supplements on the European market will probably take much longer. The controversial and highly politicised discussions on legal directives as outlined by the Health Claims regulation of the EU might even exceed the patience of golfers and tea drinkers ☺.



ExpatExpo 2012

The IMCZ participated yet again in the ExpatExpo this year. It took place at the Lorzensaal in Cham on Sunday April 22. We had a strategically well placed stand near the entrance and next to the ZIWC stand. There were many visitors and inquiries and we have already received applications of the first new members who got to know about us through it. There were also many interesting exhibitors, which would have interested many of you. Did you know that there are 1500 sorts of English cheese which is more than the Swiss and French sorts combined! There was also a stand offering to make suits to measure using the finest tweeds for Sfr 350 only!!

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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Floating Cities

Contributed by IMCZ member Muthana Kubba

Disasters of cruise vessels on the high seas are rare but dramatic. The sinking of the unsinkable Titanic on April 15, 1912 when it ran into an iceberg in the middle of the night with the loss of 1541 lives out of a total of 2223 has caught the imagination of millions, and the media is doing its level best to maximize the effect on the centenary of the catastrophe. Recently, in fact only 4 months ago on January 13, 2012 the Costa Concordia ran into a rift off the coast of Italy. Luckily it didn't sink but listed heavily and ended lying in shallow waters with most of its starboard side under water. Considering the large number of passengers and crews 4252 in total, the loss of life at 34 was low.

One would think that the trend to build such huge vessels would be reversed and demand would ebb, but the contrary seems to be the case. Two even larger and more luxurious vessels have been recently built and commissioned: the 'Allure of the Seas' and its sister 'The Oases of the Seas'. With a capacity of 6'360 passengers and 2'384 crew, a total of 8'744 persons for each of them, they approach the size of small towns. Steinhausen for example has a population of just over 9'000 in 2010. Imagine squeezing the population of Steinhausen on 16 decks, each around 20'000 sq metres, or a total of 320'000 sq metres. This results in a population density on board of 28'125 persons per sq. km! Compare this with the population density of Steinhausen itself of 1'800 and the size of the logistical, operational and administrative problems facing such large vessels becomes apparent. The population density of the whole of Switzerland, which is one of the most densely populated countries in the world, is only 196 persons per sq. km.

We shall try to examine some of the aspects and problem-solving techniques and skills required to handle such problems and ensure the safety and health of the people, passengers and crew on board. It is worth noting that their draught is 9,3 m, whereas their height is 72 m, which means that 88.5 % of the ships is above water and only 11.5 % below. Thus to ensure that the centre of gravity is well below the water level, all heavy equipments are built in the lower parts of the ship and the weight of the structure above water level is kept to a minimum. The displacement of the vessel is around 100'000 cubic metres, i.e. its weight is around 100'000 tons, which means it weighs only slightly less than the US aircraft carrier, Nimitz. The weight of the steel hull is around 54'000 tons. The electrical generating plant alone generates enough power for 41'000 homes.

Concept and Design

Designing such ships is a huge undertaking by closely knit teamwork, requiring an estimated nine to ten million man-hours for design and

construction. No less than 20 architectural firms, and 37 design firms as well as around 250 staff of designers and architects were involved in designing the vessel. They all report to a steering committee which coordinates the work between them. No less than 15 general configurations were presented and evaluated, and gradually the final design evolved. Several innovative models were proposed, such as neighbourhoods concept and split structure design, which basically germinated from designs of earlier vessels. The design firms involved were specialised in various disciplines, such as restaurant, nightclub and hotel designs. Some had know how in theatres



and entertainment. Landscape architects were responsible for lighting, graphic design and art. At regular intervals, sessions were held during which designers would present their ideas to the steering committee and suggestions, improvements or changes were made. Everyone was encouraged to participate and share comments and suggestions. Issues discussed range from the concept of a central park to the elevator button panels. Attention to fine detail was paramount. The motto was that *"almost anywhere one goes, or turns a corner he or she shall be surprised because they never expect to see what they are seeing."*

Safety and Redundancy

Safety on the high seas is of course of paramount importance, even more so since the tragic catastrophe of the Costa Concordia. New guidelines have evolved for handling emergencies, "Probabilistic damage stability rules" which ensure stability under the most adverse conditions. The issues of passenger evacuation and lifeboats have of course an even higher priority. In order to be able to account for every person on board, an electronic mustering system is used. Every



Allure of the Seas

Tonnage: 225,000 GT
Beam: 64m
Height: 72m
Capacity: 6,300 passengers
Length: 361m

Costa Concordia

Tonnage: 114,500 GT
Beam: 35.5m
Height: 61m
Capacity: 3,700 passengers
Crew: 1,100
Length: 290.20m

RMS Titanic

Tonnage: 46,328 GT
Beam: 28m
Height: 53.34m
Capacity: 3,547 passengers and crew
Length: 268m



person on board has to carry a SeaPass card on him or her at all times. In an emergency, passengers are to report to their assigned assembly points, where crew members will give them a lifejacket and provide information to the electronic mustering system. Thereafter they are directed to the assigned lifeboat. The lifeboats are of a catamaran hull design and are enclosed to prevent high waves from filling the boat with water. Each lifeboat accommodates up to 370 passengers, and is fitted with twin engines, propellers and a public address system (loudspeakers). It has also provisions and water tanks sufficient for four days. There are altogether 18 such lifeboats, in addition to a number of smaller ones. Embarkation and launching of the boats has been made easy and straight forward.

The vessel is also fitted with RPS: Redundant Propulsion System. Basically, it ensures that if one engine compartment is flooded or lost due to fire or other damage, other engines can sustain the vessel. Independent systems shall ensure that power, propulsion and comfort shall be available at all times.

Waste disposal and other hazards

Considerable attention is paid to waste disposal. Recycling is prime priority. Anything and everything that can be recycled, is recycled on board. It is completely fitted with incinerators, shredders, bailers, compactors and crushers. Furthermore, it has an oversize cold storage room for storing special or hazardous waste: incinerator ash, cooking oil, solvents etc.

In a confined environment, such as a cruise ship on the high seas, epidemic outbreaks can and have taken place. Such outbreaks can range from a mild flue to nasty diarrhoea. Medical facilities on board are not equipped for such epidemics.

Epilogue

If you are considering spending your next holiday on a luxurious cruise ship, remember that you are going into a small town, and you are going to stay there for the duration of the trip. No one can guarantee that you shall enjoy it, but at least you can be fairly certain that you shall come back home safely.

Further reading:

Allure of the Seas, Cruise Ships



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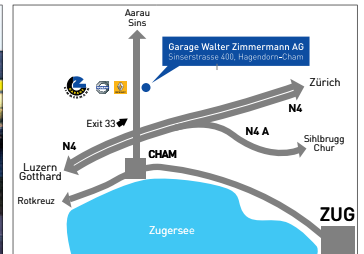
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Contributed by IMCZ member
Jean-Pierre Lamaudiere

When dreams come true, The Furka steam train adventure

First encounter

It all started in July 2000 when I was driving with my little daughter Isadora through the mountains of Switzerland. Isadora was still quite young so I had to plan regular stops on the way. One of the stops was the village of Gletsch. We were sitting on the terrace of Hotel Glacier du Rhône, when I was struck by a live image from a distant past: a magnificent steam engine pulling a train all in blue colour, right in front of us. Isadora spontaneously shouted, "Papa look, it is just like in a Western movie"!

At the hotel they were very helpful and we helped ourselves to lots of leaflets and flyers about this train. Apart from the ancient train, the main attraction at Gletsch was of course the Rhone glacier. So called because that is where the source of river Rhone is. The mighty glacier is perched at the top of a rock cliff. We walked along the beginnings of the Rhone river, admiring the glacier, we discovered some stone benchmarks which indicated the location of the glacier tongue at different dates. The extent of how much it has shrunk in the last century was truly dramatic and both a reminder and proof of the extend of climate change and global warming.



Arrival of the steam trains in Gletsch

The Furka Association

I found out that there is an association, which had been involved for several years in the rehabilitation of this long forgotten steam train. In the 2000's the line was operating from Gletsch to Realp only. The association was also looking for new members, sponsors and volunteers to reinstate the complete line from Oberwald to Realp. I decided to join as supporter and soon later became a volunteer worker. I was following the path of those enthusiasts and dreamers who founded the Furka Cogwheel Steam Railway Club in 1983. With modest means they started to refurbish part of the track and rolling stock.

The reconstruction proceeded step-by-step focusing on the first link between Gletsch and Realp:

- in 1992, the first section Realp to Tiefenbach was reopened

- in 1993, the first steam train reached Furka station from Realp.
- in 2000, first trip in 21st century from Realp to Gletsch took place !

As a volunteer worker, I had to dedicate about one week every year for this project. The total number of members is about 8'000 and those of volunteers about 400. Due to the adverse weather conditions at Furka, work only takes place during the snow-free months, mostly from June to the end September. The train runs from late June till early October, only.

By the time I started work was directed at restoring the Oberwald-Gletsch section. The work covered the concrete works of bridges piers, ballasting and restoration of the track, repairs to old racks, construction of a new station in Oberwald, installation of a sprinkler system along the railway line whilst it ran through the forest to prevent possible fires as well as extensive manual grass and brush clearing (the use of chemical products for the purpose is now forbidden) and finally the installation of signalling equipment.

Thanks to the sustained efforts of the volunteers and enthusiasts, it was possible to inaugurate the Oberwald-Gletsch section in August 2010, so the whole section from Realp to Oberwald was opened. The event was celebrated over several days and many prominent figures attended part of the celebration. Among those who attended were ex-member of the Federal council of Switzerland Adolf Ogi, the Bishop of Martigny, politicians and VIP's. Thanks to the dedication, courage and waywardness of the team, the dream came true.

The workers were overwhelmed by intense emotion mixed with pride when they actually saw their dream coming true. They were aware that each and every one of them had contributed his bit to the success of the project. Journalists from all over the world and television crews stood witness to this event.

Of course the work had not stopped with the opening ceremony, but continued with maintenance, upgrading, repairs, beautification, reducing natural risks from landslides and ground settlements as well as improving service to customers.

New members are not only welcome they are needed, in order for our children and grandchildren to inherit and enjoy this wonderful gift and pass on to future generations.

Brief History of the line

In 1914, the first steam trains of the Brig-Furka-Disentis (BFD) Railway Company linking Brig to Gletsch running along the source streams of the Rhone River, started running. Twelve years later, the Furka-Oberwald-Bahn (FO) Company

extended the line to Disentis, thus making the connection to the Rhätische Bahn (RhB) possible. This line was electrified in 1942.

With the use of the electrical locomotives, the steam ones became obsolete, and four locomotives were sold to Vietnam in 1947. They stayed in use until 1975 when they were scrapped and stored somewhere in the jungle. Unexpectedly, however, a new life had come for them.

Furthermore, difficulties were experienced with the electrified line. The extreme climatic conditions and the mountainous topography had made it impossible to use it during the winter months. It was only possible to operate it during the late spring and summer. As a consequence, a long tunnel was dug from Oberwald to Realp in the late seventies, on order to enable year round operation. The new line through the tunnel was opened in 1982, resulting in total abandonment of the mountainous line. That was the time when the "dreamers" declared their intention to re-open the old line using steam engines.

In 1990, part of the team went to Vietnam to get back the wrecks. They were shipped from



Status of the locomotives wrecks in Vietnam jungle before shipment back to Switzerland



Vietnam to Europe, then by rail from Hamburg to Switzerland. A long revamping operation took place in Coire's workshops. The two steam locomotives no. 1 "Furkahorn" and no. 9 "Gletschhorn" were built in Winterthur in 1913. Each machine weights 42 tons, and develop 600 hp each under 14 bars pressure. They ran at a speed of 45 km per hour when rolling and 20 when the cogwheels were engaged.

A third locomotive was collected from a schoolyard in Chur where it was decorating the yard. This locomotive no. 6 the "Weisshorn" was originally used along the

line of Visp to Zermatt between 1902-1941. The reconstruction took place from 1989 to 1992. They generate of 350 hp at a pressure of 12 bars and run at a velocity of 30 km/h with adherence and 12 km/h when the cogwheels are engaged.

All three the locomotives require a preheating period of up to 6 hours; the n° 1 and 9 require 700 kg coal and 3'000 litres water to pull a convoy of 60 tons from Realp to Gletsch.



The same locomotives after restoration!



The main characteristics of the Furka line

The meter-gauge Realp-Gletsch-Oberwald railway has a total length of 17.8 km. The trip takes about 1.5 hour including 2 stops (one at Gletsch and one at the Furka). About 70 % of the line is equipped with 'Abt' track and pinion system. The maximum gradient being 110 ‰. The altitudes start at 1366 m in Oberwald,

reaching 2163 m in Furka, and ending in Realp at 1546 m. In total, the line crosses 7 bridges and passes through 5 tunnels.



Abt; rack and pinion system used on the Furka railway

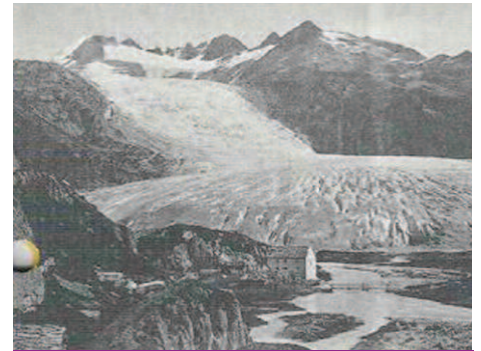
The Rhone Glacier is shrinking

It is difficult to imagine that the Rhone Glacier stretched almost to the present car park in Gletsch four hundred years ago. The spectacular masses of ice were a great attraction. As early as 1830, the first hospice was built. It was a simple inn located a few steps from the tongue of the glacier. Among the visitors were celebrities from the European aristocracy, poets, painters and scientists looking for the "romantic Alpine experience". It was necessary to enlarge the inn on several occasions, which later became the great "Belle Epoque" hotel. In 1926, the Furka-Oberalp Railway was opened.

In 400 years the glacier shrank by more 2'500 meters! For the last 150 years, the shrinkage was about 850 m. In 1850 it was possible to feel the icy air in summer in Gletsch! Nowadays the tongue is no longer visible from the valley. It is claimed that the Rhone Glacier was over 300 km long 10000 years ago. It was the largest glacier in the Alps.

As the glacier shrank, fresh ground was exposed, which metamorphosed from "white desert" into an habitat for different flowers and plants species.

Do pay a visit and take a ride on this remarkable nostalgic railway and enjoy seeing the Glacier and the source of the River Rhone as well as the continental divide. Getting there is quite easy. To get there take the SBB/CFF train to Oberland, or by road drive to Oberland, Gletsch or Realp.



The Rhone Glacier in 1856 and in 2010



Further reading:

[The Furka Steam Railway](#),
[Restoration of the Locomotives](#)
[Association Ligne Sommitale Furka](#)

Watch on YouTube:

[Le retour de la Tonkinoise](#)

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From the SLOPES... **Review of the Ski Season**

Contributed by IMCZ member and sport editor Joseph Dow

The 2011/2012 Ski Season is just about over, and I thought I'd use this article to reflect upon it. For me, it was one of my most satisfying seasons I can remember. The snow conditions were consistently good throughout the winter, and I managed to chalk up over 35 ski days, despite having a new job. One definite highlight was our IMCZ St. Moritz Ski Trip in January, which you can go back and read about in the February newsletter. I also skied a few days with IMCZ members, David Underwood and Michael Dillhyon. This was the first year I haven't had

Marmotte La Blonde bière is fantastic. This place sounds like it was tailor-made for the IMCZ; it's basic but very clean, and I think we should consider staying here for a club ski trip next season. The skiing above the twin towns is extensive with terrific views of some of the most famous peaks in the Alps, including the Weisshorn and Mont Blanc.

I finally found a deal on some exotic Hendryx skis from Sweden that former-IMCZer, Will Ellis, told me about a few years back. I picked the very aggressive 917 rockered piste model, which are the burliest I've ever seen. The 917 is inspired by the famous Porsche 917 racecar of the 1970s and sports the same paint job. I'm matching them up with the equally stout Rossignol FKS 180 turntable bindings (DIN scale 8-18). Can't wait to try them, and I'll let you know what I think next season. I must say the deal was surprisingly good. The Swedes agreed to remove the EU VAT on the already discounted skis and the Swiss only charged me 98 CHF for Customs / Duty charges per pair. They cost me about the same as a pair of decent skis from

Nicke Borg, lead singer and guitarist for the Swedish rock band, The Backyard Babies, and all-around nice guy is one of their ski ambassadors and emailed me some good information about their skis and skiing in Sweden.

While vacationing in Saas Fee, I got a big surprise and thrill. I had the chance to meet the legendary Swiss ski champion, Didier Cuche. He even signed my helmet. After winning the infamous Hahnenkamm downhill in Kitzbühel, considered the toughest and most dangerous in the world, this season for the second year in a row and fourth time overall, Didier announced his retirement from World Cup skiing. Check out his signature ski flip move on YouTube. Pretty amazing dude! I'll miss watching him on the World Cup circuit.

Until next season, think snow!!!

Tip: If you want to get your skis tuned and ready for next season, take them to Voit Sport AG in Zürich (T. 044 492 35 31). Roger Huber is a master with the Montana machines and the company even recommended him as the best. He's tuned my skis for the last three seasons, and I totally agree. He's awesome.

Next Month: I will discuss some ideas for hiking and mountain biking and ask you to let René and me know what sounds interesting to you.



a season's pass since 2008, and I added quite a few new Swiss resorts to my list and skied a couple places I haven't visited in a very long time. As much as I enjoyed the economy of the season's pass, I really prefer to explore a wider variety of areas, and the SBB Snow'n'Rail program provides some good deals. Plus, new locations give me something to write about for the IMCZ newsletter!

Ochsner Sport, and I got a handmade ski produced from a company that makes only about 400 pairs per year. Not bad. Not to mention, Hendryx is a very cool company:

This year, I skied seven Swiss resorts for the first time: Braunwald, Airolo, Scuol-Tarasp, Anzère, Sedrun Oberalp, Grächen and Blatten-Belalp and came back to revisit the resorts of Crans Montana, Saas Fee, Zermatt, Hoch-Ybrig, St. Moritz and Mürren, as well as St. Anton across the border in Austria. Of these resorts, I was very impressed with four lesser known areas: Braunwald (see my review in the April newsletter), Scuol-Tarasp, Blatten-Belalp, and Anzère. Next season, I will write up a review of Scuol and Belalp with their wide cruisers and Anzère with its long rolling runs through the trees.

Another great find was the wonderful little Hotel du Lac*** Crans Montana. Not only is it very reasonably priced and located conveniently between the two villages of Crans and Montana, but it has its own brewery attached to the building! Yves' La





From the LANES...

Competitive Scoring without the Rat

Contributed by
IMCZ Member
Steve Butterworth

Although the Rat is no longer with us, we did manage to have a quieter but nevertheless successful event, and even were paid a visit by David Harris to cheer us on! We welcomed two new players from Chicago, Beau and Emily Ansty who I am sure would have been pleased to meet our Rat! We also met the newest owner of the Bowling Alley J. Louis Cornu and his wife Linda, who I have not met for many years since she used to wipe the floor with everyone at the bowling Cherry Bowl - still as bubbly and pleasant as ever.

Scoring was very competitive for some of us at least 4 people with 12 and over spares, Andy Joines with 11 strikes! By rights Janis should have had two bottles one for the best lady and one for thrashing us fellows. Well done Janis.

I am afraid to see I had a dismal score! One can always do better!

The next meeting will be 16th May and numbers are rising! 15 booked for April and 13 could make it and play.

FirstName	Surname	Game1	Game2	Game3	overall_avg	Handicapped	handicap	STRIKES	SPARES
Janis	Meier	160	149	120	121	621	64	5	15
Grant	Holliday	148	125	96	107	594	75	3	12
Andy	Joines	171	132	136	140	583	48	11	9
Rolf	Ekman	108	111	97	90	580	88	4	7
Beat	Züger	123	125	166	137	567	51	5	12
Erik	Naeser	128	112	124	118	562	66	6	4
Otto	Steuri	140	149	133	145	554	44	5	12
Beau	Ansty	162	100	95	119	552	65	6	5
Hans-Peter	Schobert	131	118	81	116	534	68	2	8
Stephen	Butterworth	106	121	98	123	511	62	2	8
Adrian	Lüdi	94	114	78	116	490	68	4	3
Emily	Ansty	93	69	100	87	457	65	1	5
Ewan	Currie	134	117		117	452	67	2	9



Car Accident

A rabbi and a priest get into a car accident and it's a bad one. Both cars are totally demolished, but, amazingly, neither of the clerics is hurt.

After they crawl out of their cars, the rabbi sees the priest's collar and says, "So you're a priest. I'm a rabbi. Just look at our cars. There's nothing left, but we are unhurt. This must be a sign from God. God must have meant that we should meet and be friends and live together in peace the rest of our days."

The priest replies, "I agree with you completely. This must be a sign from God."

The rabbi continues, "And look at this.. Here's another miracle. My car is completely demolished but this bottle of Mogen David wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune."

Then he hands the bottle to the priest.

The priest agrees, takes a few big swigs, and hands the bottle back to the rabbi. The rabbi takes the bottle, immediately puts the cap on, and hands it back to the priest.

The priest asks, "Aren't you having any?"

The rabbi replies, "No...I think I'll wait for the police."

Rental Agreement

A businessman met a beautiful girl and agreed to spend the night with her for \$500. They went to her place and spent the night together. In the morning he discovered that he didn't have enough cash on him. Not wanting to leave a credit card trail, he told her that he shall have his secretary send her a check the same day. She agreed.

On the way to the office, he regretted what he had done, realising that the whole event had not been worth the price. So he had his secretary send a check for \$250 and enclosed the following typed note:

Dear Madam:

Enclosed please find a check for \$250 for rent of your apartment. I am not sending the amount agreed upon, because when I rented the place, I was under the impression that:

- it had never been occupied before,
- there was plenty of heat, and
- it was small enough to make me feel cosy and at home.

However, I found out that:

- it had been previously occupied,
- there wasn't any heat, and
- it was much too large.!

Upon receipt of the note, the girl immediately returned the check for \$250 with the following note:

Sir:

- I cannot understand how you could expect a beautiful apartment to remain unoccupied indefinitely.
- As for the heat, there is plenty of it, if you knew how to turn it on.
- Regarding the space, the apartment is indeed of regular size, but if you don't have enough furniture to fill it, please do not blame the management.

So, Please send the rent in full or we will be forced to contact your present landlady.



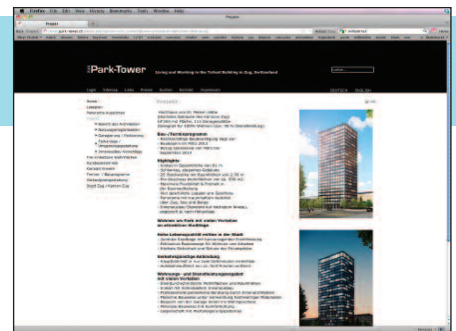
by IMCZ member David Harris

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.

ZUG SKYSCRAPER

www.park-tower.ch

Highest View Point of Zug - Living & Working in the Tallest Building in Zug, Tower of 81 meters height (Tallest building in Zug), 25 floors with a ceiling height of 2.70 m, 14,200 m2, 111 parking spaces. Start of construction: beginning of 2012. Lowest floors to be finalized in spring 2014, top floors in September 2014



MUSEUM OF THE HISTORY OF SCIENCE

www.mhs.ox.ac.uk/

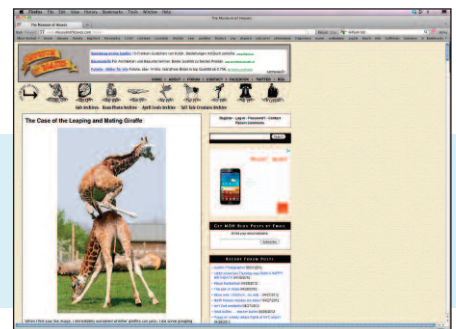
The Museum of the History of Science houses an unrivalled collection of early scientific instruments in the world's oldest surviving purpose-built museum building, the Old Ashmolean on Broad Street, Oxford, UK



MUSEUM OF HOAXES

www.museumofhoaxes.com/hoax

The Museum of Hoaxes was established in 1997. It explores deception, mischief, and misinformation throughout history, playing host to a variety of humbugs and hoodwinks — from ancient fakery all the way up to modern schemes, dupes, and dodges that circulate online.



HOW TO CALL ABROAD

www.howtocallabroad.com/qa/

If you are not familiar with international dialing procedures then this might help.





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The place where people meet

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selection of
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International Sports
on five screens

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Sundays are Game days at Pickwick Zug

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Sudoku

This month's puzzle is similar to last month's, reasonably straight forward. The winner shall be drawn from the pool of correct solutions received. His drinks during the next Stammtisch he attends shall be on the house. Please simply tell the waitress it is on the house, she will find her way to the Zahlmeiser, that is yours truly or Max. There were many correct solutions to the April Sudoku, however, according to the hat, the winner is Roger Brooks. Congratulations Roger, your drinks during the next Stammtisch you attend shall be on the house.

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

Solution April 2012 Puzzle

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

The easiest form, in which the solution is sent, is nine rows of nine numbers in a Word document, Excel or 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, on or before the last day of the current month.



Members' Marketplace

Are you **selling** your yacht (harboured in Piraeus)?
Your Aston-Martin old-timer with the roll top roof?
A gorgeous view of the Bay of Biscay,
with a little bit of house attached?
Or are you **cashing** in the half of your stamp
collection that is finally worth something?
Perhaps you're **looking** for all of these things?

Then ADVERTISE here, in the IMCZ News;

The Members' Marketplace is reserved for unformatted advertisements of 150 characters (approx. 3 lines) of text. These are free of charge to IMCZ members. Advertisements must be submitted as illustrated below. Longer advertisements cost CHF 30.-

Example: FOR SALE: gorgeous view of Bay of Biscay with stunning sunsets and high waves. Wee house (12 rooms), dock and yacht included. Call Bill at 041 123 4567.

IMCZNEWS Advertising Rates

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electronic by e-mail, .pdf, .jpg, .gif

Advertising Rates:

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- 1/3 Page, vertical (6.3 x 27.7 cm), Fr. 85.-
- 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.-
- Business Card (9.2 x 6.45 cm) Fr. 45.-

Extra costs may be incurred for typesetting, special formatting, etc. IMCZ Members receive a 20% discount on advertisement costs.

Place your ad for an extended period and receive a discount: get seven months of advertising for six months paid, or receive twelve months for the price of ten.



REMEMBER **The Stammtisch**
every Thursday evening 18:00–20:00

Join us in the Walchwilersaal
at the Park Hotel in Zug.