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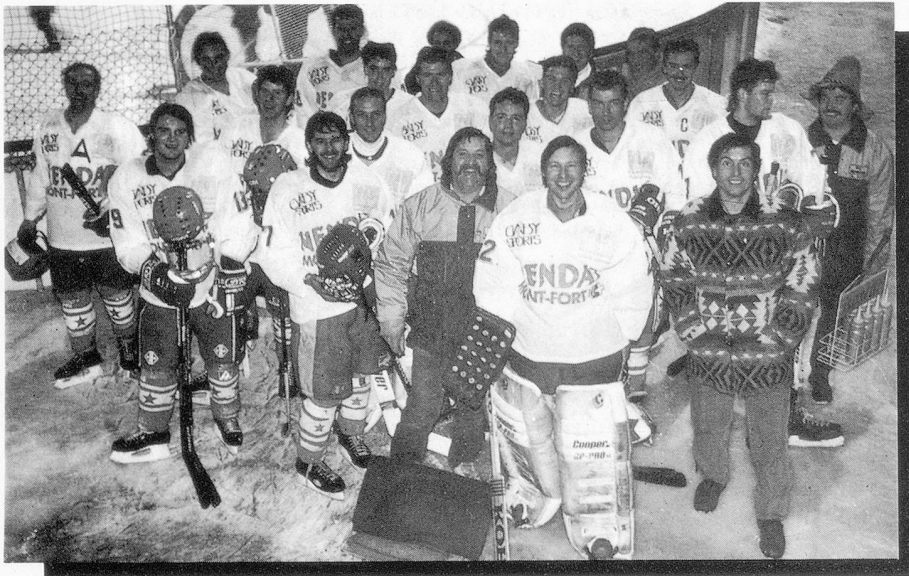
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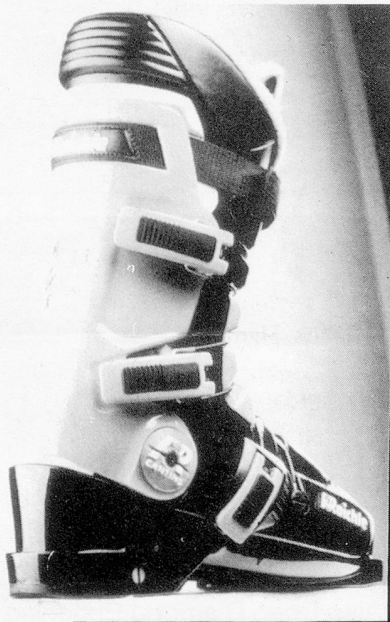
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### DEFEAT IS SWEET

Meet the jolliest ice-hockey team in the world. All smiles and full of good humour, the ice-hockey team of Nendaz (Wallis) is on its way to a world record and perhaps even for a mention in the Guinness Book of Records. Through a fluke the Nendaz ice-hockey team was promoted to the National League of the Swiss ice-hockey championships. But since they started rubbing shoulders with the "elite" of the Swiss ice-hockey teams, HC Nendaz has become a bit of a joke. They have lost every single match they played. Their goal average is the worst ever seen, around 1 against 10 per match. The goal keeper has picked up the puck over 200 times out of his net. But despite these monumental losses, the players are the local heroes in their native village high above Sion. The boys are taking the whole thing as a unique experience, realising that their foray into the National League of ice-hockey was a chance in a million. So they keep doing what they can do best: keep smiling.

### SKIING COMFORT



The new Ceramic-Fit-System, developed by the well-known Swiss ski-boot manufacturer Raichle, consists of an active "breathing" bubble sown into the inside of the boot. This bubble is divided into chambers and filled with microscopically small ceramic hollow spheres. The spheres immediately adapt to the individual contours of the foot inside the boot. When the boot is snapped on, the air is forced out of the ceramic bubble which

prevents the spheres from being able to move, giving every foot precise, individual support. The result: improved ski direction control through improved support and a more direct transfer of power inside the boot. The ceramic spheres are hollow inside and consequently have an additional heat insulating effect. The Ceramic-Fit-System is totally unaffected by temperature and not subject to any appreciable wear and tear.

### CAR-LESS BASEL AND ST GALLEN

In both St Gallen and Basel, movements are under way to try to turn these urban centres into car-less cities within the next few years. Although, ecologically, these plans look very good on paper, in practical terms their realisation is not so simple. For a start, would all people living within these cities have to give up and sell their cars or would they be provided with some car parking facilities outside the city? Would people living in cities be denied the right to possess a car whilst country people would not have this restriction imposed on them? As a compensation, would people living in these cities be given access to free public transport?

Pedestrian malls are certainly very popular, even with inner city inhabitants. But to turn whole cities such as Basel and St Gallen into no traffic zones could also make these cities very difficult to live in and thus turn them into real ghost towns.

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