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GEMÜTLICHKEIT

The Travel Letter for Germany, Austria, Switzerland & the New Europe

DEAR SUBSCRIBER

November 25, 1993

Tales of Stuttgart

To many Americans, Stuttgart is not known for its tourist attractions, its US military bases, its rich cultural heritage, its splendid woods and parks, its wine festivals, or its tennis tournaments.

Rather it's celebrated as the home of two of the world's most famous and enduring sports car marques...Mercedes Benz and Porsche.

As a result, every year thousands of "motor-heads" flock to Stuttgart's outlying conurbations of Untertürkheim, Sindelfingen and Zuffenhausen to tour company manufacturing facilities and museums...to touch and smell the automotive icons...and, if their pockets are deep enough, to pick up one of the latest models.

Thirty five years ago, contributing editor Roger Holliday lived in Stuttgart, worked at the Porsche factory in Zuffenhausen...and was caught up in the mystique...

...Stuttgart in the early sixties was a heady place for a 20 year-old Brit.

The city was hard at work rebuilding itself after almost total destruction by Allied bombs. And while day-to-day living was pretty tough — just enough D-marks left each week for a Dinkelacker or two at the local Hofbräu or a mystery movie on the Königstrasse — the Swabian well-deserved reputation for tenacity and frugality was turning things around...

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STUTT GART

Contributing editors Claudia Fischer and Roger Holliday review Stuttgart, where great cars are assembled and room rates in the best hotels are about level with the downpayment on a new Chevy.

Stuttgart is a charming town, clean and bright... It has the additional attraction of containing little that one need to go out of one's way to see: a medium-sized picture gallery, a small museum of antiquities, half a palace, and you are through with the entire thing and can enjoy yourself. Jerome K. Jerome, *Three Men on the Bummel*, 1900.

What better accolade could any city have; freedom from cultural guilt and the nagging fear

that sooner or later someone will utter the dreaded words, 'You mean you were actually there and never saw the famous fuppawhatsit?'

Today, 94 years later — after two world wars, the Depression, the Cold War and everything in between and since — Jerome's observation still holds true. In spite of a history that spans 2,000 years Stuttgart is primarily a functional city where affluent people live and work in a restrained and sophisticated atmo-

sphere. It's all business and high tech, high sport, and high culture with few concessions to the general tourist trade.

That, of course, is an advantage for visitors. Shops and restaurants must compete for the regular patronage of local residents and this is reflected in both price and selection.

Stuttgart's best feature is its remarkable setting in a lovely valley *zwischen wald und reben* — between woods and

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THOSE TERRIFIC SWISS TRAINS

Bruce E. Woelfel is a travel writer and photographer. He specializes in trains and publishes the quarterly guides Rail Europe: Direct and Trains of Switzerland. Here are excerpts from the latter.

For those unfamiliar with its virtues, Switzerland has many traditional advantages. For the tired traveler it is a refuge; for the cautious it is an oasis; for those in a hurry, it is a discovery; for the visually oriented, a revelation. Information is easily obtained. Hotels of all classes are reliably clean and well run. Trains and everything else are on time. Scenery is everywhere. English is spoken by nearly everyone. Order and tranquility are

maintained. It is no exaggeration to say that in Switzerland one is safe, everything will work the way it is intended, and one will get full value.

Train travel in this country, 215 miles east to west, 140 miles north to south — smaller than the state of Ohio — evidences all the traditional Swiss virtues, and additionally may restore faith in this mode of transportation to travelers disillusioned

by Amtrak's limitations and resigned to America's dependence on the automobile. For here is a peerless system of international long distance trains, fast city to city expresses, coordinated locals, short and long haul narrow gauge, street-cars, funiculars, cable cars, riverboats and buses.

Virtually every street corner is accessible by rail of one sort or another, from its cities

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DEAR SUBSCRIBER

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"Work, work and build a house. Sell the dog and bark yourself!..." In the northern suburb of Zuffhausen on tramline #5, the workers at the House of Porsche were toiling, too. Handbuilding and selling 25 cars a day to a growing number of international clients.

Apparently a \$3200 price tag and six months waiting list wasn't enough to deter real enthusiasts looking for a race-proven driver's car and German precision and quality.

Mine was the heavy responsibility of handing over these marvelous machines to Americans and other "foreigners"—very much a case of a cat watching a king, as monarchs and musicians, doctors and jet jockeys, artists and film stars, boxers and businessmen placed their famous posteriors in one of our bucket seats and drove out of the factory gates to further fame...or ignominy. I saw potentates like Hussein of Jordan and Juan Carlos of Spain, screen queen Elke Sommer, world boxing champ Ingemar Johansson, conductor Herbert von Karajan and actor Jose Ferrer.

For a youngster weaned on motor sports, the excitement of life in the firm was tangible. Not only did my duties include driving a 'hot works' Porsche to town every morning for registration and customs purposes (wow!) and demonstrating its handling characteristics to my customers on our autobahn and race track (whew!), but I was also in proximity to many of my sporting idols... Wolfgang von Trips and von Hanstein... Jo Bonnier and Dennis Jenkinson...Graham Hill and Dan Gurney, who married one of the secretaries in the press department...Eddie Barth and Stirling Moss...and even rally driver Rolf Wuthrich,

who was James Dean's mechanic and with him at the time of his fatal crash.

But the real stars of those days were the cars themselves — the ultimate expression of German craftsmanship — with names and numbers that have become giants of automotive lore...Spyders, Speedsters, and RSK's and 904's, 356 Coupes and Carerras.

I went back to Zuffhausen again this year to see how much has really changed over the ensuing three decades.

Physically, much is still recognizable from those halcyon years. Even a few familiar faces. But Porsche is sadly going through tough times as the German economy tries to suck up and digest its newly acquired territory. Added to a world-wide recession, a bevy of Japanese rivals and some questionable boardroom strategies, Porsche sales have plummeted to unprecedented lows.

Given all this gloom and doom and rumors of imminent takeover, it was good to find that the spirit of 'the House of Porsche' is very much alive and well.

You see it everywhere. In the neat precision of the assembly plant and body factory. In the rows of gleaming 911's and 928's and 968's awaiting delivery. In the sumptuous graphics of company brochures and magazines. In the museum that has expanded from four cars to 40. In the optimism of everyone from the gate keeper to the sales director.

I'm personally betting that this spirit will survive the current troubles and the genius of Ferdinand Porsche will continue to bring pleasure and excitement to new generations of sports car lovers the world over.

My question is... do the factory workers still down a liter of Dinkelacker for breakfast...is sour tripe still on the canteen menu...where in the world is Elke

Sommer...and does anyone have a spare \$50,000?

Visiting Mercedes and Porsche

It's possible to tour both the Porsche and Mercedes Benz factories and museums... even if you don't plan on buying a car.

The Mercedes museum has a large and fascinating collection of antique and current commercial and passenger vehicles as well as race cars, record breakers, ship and aircraft engines. Admission is free.

Located at 136 Mercedesstrasse in Stuttgart-Untertürkheim, the museum is open Tuesday-Sunday 9 a.m.-5 p.m. Closed Mondays and bank holidays. Phone: 07 11/ 17 2 32 56.

You can also take a tour of the Untertürkheim factory — beginning with a film that traces the development and production of the cars, followed by a bus ride through the most interesting parts of the manufacturing process.

The tour, which takes about 90 minutes, can be arranged through the Stuttgart tourists office at 0711/2228 236.

The Porsche Museum can be found in Porsche's Plant #2 in Zuffhausen.

Comprising some 40 cars, the exhibit traces the development of Porsche passenger and racing cars beginning with the very first type 356 Roadster built in 1948.

The museum is open Monday-Friday, 9:00 a.m.-12 p.m. and 1-4 p.m. Admission is free.

A visit to the museum could be combined with a factory tour which should be booked in advance through Porsche Press Department at 0711/827 5384.

— Roger Holliday



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Rating Key - Hotel

- I** Basic accommodations or a hotel that underachieves. Suitable only for stays of one or two nights.
- II** Good hotel, typical of its class. Suitable for a longer stay.
- III** A cut above other hotels in its price category.
- IV** Excellent accommodations.
- V** A great hotel, world-class, could be a memorable experience.

Restaurants

- ❖ Acceptable meals, but *only* if the price is right.
- ❖❖ Good food but not good value, overpriced.
- ◆ Serves good, plain food, typical of the region.
- ☆ A cut above other restaurants in its price category.
- ☆☆ Outstanding food and service.
- ☆☆☆ A great restaurant in every respect

Special Designations

- G** By virtue of location, decor, special charm, warmth of management, or combination thereof, an especially pleasant establishment.
- Ⓢ Offers significant value.

Stay away.

STUTTGART

Continued from page 1

vineyards. In the city itself, two-thirds of the land is given over to parks, gardens and woodlands. The surrounding hillsides are lined with working vineyards; in fact, grapes are harvested within 250 yards of the train station.

Stuttgart is host to all sorts of trade fairs and exhibitions — a fact to note when planning a visit. In spite of 7,000 available hotel beds the 70-odd annual events promoting everything from electronics to ice cream and textiles can severely strain the system at times. The best advice: book ahead.

There are many quality hotels in Stuttgart that provide every possible service to business travelers. Two of the best known, the Graf Zeppelin and the Schlossgarten, are located in the busy and well-maintained area directly across from the main railway station, near the famous Königstrasse pedestrian shopping street and an easy walk from the main city sights.

Hotel Graf Zeppelin

This member of the Steigenberger group meets every criterion of a first-class business hotel with conference rooms, banquet facilities and a spacious lobby bar set-up to handle informal business meetings.

The 280 guestrooms are large with important features such as excellent lighting, king-sized beds, extra pillows, big towels, bathrobes and double-glazed windows. All the usual amenities are in place including remote control color TVs, minibars, hairdryers, etc.

For longer stays or just a dose of added luxury there are 40 suites available with comfortable sitting rooms, walk-in closets and multiple sinks, phones and TVs.

Breakfast is *not* included in the room cost at the Zeppelin but for those undeterred by 30 DM (\$18) per person, it's a cut above the average with linen table service,

fresh flowers and an elaborate buffet of eggs, bacon, sausage, cereal, juice, yogurt, fruit, coffee and 12 kinds of tea.

The Zeppelin also has a sauna and a swimming pool with a view out over the city's rooftops.

STUTTGART

Population: 560,000

Elevation: 804 feet

Approximate distances from:

Frankfurt	204 km	127 miles
Hamburg	670 km	419 miles
Cologne	365 km	228 miles
Munich	222 km	139 miles
Berlin	631 km	394 miles
Strasbourg	156 km	97 miles
Konstanz	180 km	112 miles

Stuttgart Tourist Office


Touristik-Zentrum

Königstrasse 1

Phone: 2 22 82 40

Fax: 2 22 82 51

Recommended publications in English at tourist office:

- Stuttgart City Map for Tourists. Free.
- Stuttgart '94. Information for tourists. Restaurants, shops, phone numbers, opening hours, etc. Free.
- Stuttgart—Historic Paths Through the City (Historischer Streifzug Durch die Stadt). 56 page self-guiding walking tour of the city. 

Hotel Graf Zeppelin, Arnulf-Klett-Platz 7, D-7000 Stuttgart 1, phone 0711/20 48-0, fax 0711/20 48-5 42. Singles 190-295 DM, doubles 295-395 DM (\$175-\$234). Breakfast not included. Major cards.

Hotel Graf Zeppelin: II

Hotel Schlossgarten

Of the same genre but with a bit more character is the independently owned **Hotel Schlossgarten**, named for its location on the edge of the castle gardens. Though only a block from the Zeppelin, the

Schlossgarten is in another world, one of birds and trees and flowers. Good use is made of the site; all dining facilities overlook the park as does the lobby's Wintergarten Bar with its enormous indoor plants.

Throughout the hotel are dramatic floral arrangements. Our favorite was a four-foot high extravaganza in deep pink, purple and white with snapdragons, lilacs, daisies, lilies and spirea that graced a third floor corridor.

The 121 rooms are organized into three categories — economy, standard and comfort — depending primarily on the size of the room and the view. The standard double is good sized with twin beds, a sofa, comfortable chair and respectable artwork in addition to the usual amenities of a first-class hotel. Many rooms also have a security safe for storing valuable items and some have balconies. Only comfort class rooms and junior suites are air-conditioned.

Lunch in the Restaurant Schlossgarten was an elegant and dignified affair. We relaxed on the terrace overlooking the park and began with light and dark morel mushrooms in cream, moved on to veal medallions, asparagus with julienne carrots and turnips, crisp pan fried potatoes and finished with melon balls and sorbet, to the accompaniment of a 1991 Robert Bauer Württemberg Riesling.

The meal cost 66 DM (\$39) per person, the bottle of wine 69 DM (\$41) and from start to finish the entire repast lasted fully 2-1/2 hours, a definite — and extravagant — departure from our usual midday routine but great fun and worth repeating. Ask for table 77.

Hotel am Schlossgarten, Schillerstrasse 23, 7000 Stuttgart 1, phone 0711/2 02 60, fax 0711/2 02 68 88. Singles 255-298 DM (\$133-\$176), doubles 385-470 DM (\$228-\$278). Major cards.

Hotel Schlossgarten: III

Restaurant Schlossgarten: ☆☆

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STUTTGART

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Parkhotel

The Parkhotel is on the edge of a green space linked to the upper end of the Schlossgarten, you can walk the two miles into town without ever stepping out of the parkland. Villa Berg, the 1853 country residence of the Crown Princes of Württemberg, is nearby as are the Wilhelma Zoo, the Neckar River and the Berg mineral baths.

Though the hotel's rather stark 1950's style lobby makes a somewhat chilly first impression, everything about this 80 room hotel is personal, friendly and very professional — a definite your-wish-is-our-command kind of place — with a regular clientele that keeps coming back year after year. The front desk is manned by the able Herr Pick and the benevolent, caring presence of owner Hans Karr is always in evidence making sure everyone's happy.

The big, comfortable guest-rooms are attractively decorated and each has a color TV and a mini-bar, some have hairdryers and one even has an exercise bike!

The hotel's Villa Berg restaurant has a good reputation. Daily set menus are available for either 45 DM (\$27) or 78 DM (\$46). Main dishes run between 33.50 DM and 42 DM (\$20-\$25).

Less formal meals are served downstairs in the Radio Stüble where specially commissioned stained glass windows by contemporary artist H.G. von Stockhausen create a striking atmosphere. Named for next door neighbor, the South German Broadcasting Corporation, the Radio Stüble is an understandably popular spot with people who work there.

Parkhotel, Villastrasse 21, 7000 Stuttgart 1, phone 0711/28-01-0, fax 28 43 53. Singles 180-250 DM (\$107-\$148), doubles 260-350 DM (\$154-\$207).

Parkhotel: II G

Hotel Wörtz zur Weinsteige

The Stuttgart stop for cozy charm, authentic Swabian hospitality, great food and a wine cellar to live for, is the family-run Wörtz zur Weinsteige, perched on a hillside a few minutes from downtown. Richard and Renata Scherle have been in charge of the hotel for more than 20 years, taking over from Richard's father who started the business right after the war. The building itself has a long history with 300-400 year-old ceilings and ornately carved wooden doors, beams and benches.

EDITOR'S CHOICE

Even the upstairs has not escaped the craftsman's knife: on the first floor all the bedroom doors are carved and named for red grape varieties...the white grapes are one floor up. Some of the 25, soon to be 35, rooms are small and the bedside lighting is weak but there are interesting comfort features like a special circulating air system that's designed to keep everything fresh, cool and quiet. The older bathrooms are nicely done in ceramic tile, the newer ones are more opulent with marble throughout and heated floors or towel bars.

Note: the hotel does not have an elevator.

But the real heart of the Wörtz zur Weinsteige — and Richard Scherle — is downstairs, in the dining room and even deeper in the ancient cellars where 13,000 to 14,000 bottles of wine rest in 10° C temperatures waiting to be called into service...many dust covered from long storage, some unique like an *eiswein* made solely from grapes picked still frozen from winter vines. Herr Scherle realizes that most Americans know little of good German wines so he conducts his own mini-crusade to rectify the situation. Your questions and comments will be enthusiastically dealt with.

Good wine needs a kitchen to match, of course, and the Scherles don't disappoint.

The house specialty is trout which turns up on every part of the menu except, thankfully, dessert. The Wörtz must be an absolute mecca for trout purists. There are three different kinds on the menu — *regensbogenforellen*, or rainbow; *bachforellen*, a European river trout; and *bachsaiblinge*, from American waterways — each prepared in numerous ways and ranging in price from 24-44 DM (\$14-\$26). Freshness is guaranteed; the fish swim around in the restaurant's big tanks or in the pretty little pond in the garden out back... until the fatal moment.

Besides the trout there are many other options as well as daily set menus at either 42 DM or 76 DM (\$25-\$45). Reservations recommended.

Hotel Wörtz zur Weinsteige, Hohenheimer Strasse 30, 7000 Stuttgart 1, phone 0711/236-7001, fax 0711/236-7007. Singles 135-220 DM (\$80-\$130), doubles 155-280 DM (\$92-\$166). Major cards.

Hotel Wörtz zur Weinsteige: III G
Rest. Wörtz zur Weinsteige: ☆ G

Relaxa Waldhotel Schatten

Twenty minutes from the city center and convenient to the autobahn, the Schatten is a good choice for anyone with a car. Located on the Schatten Curve of the old Solitude racetrack, the hotel is today surrounded by woods full of wildflowers and crisscrossed with walking and jogging paths. Part of the main building is over 215 years old and under the protection of the historical preservationists but everything is up-to-date and well-maintained.

Rooms in the old wing are pleasantly homelike with crisp white molding, striped wallpaper, print draperies and tiled bathrooms.

The new section was added in 1972 with careful consideration given to light and space and the picturesque setting with angled walls to maximize the view. The rooms are large and well-

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equipped, the marble bathrooms have both scales and swivel mirrors as unexpected extras. The overall decor is soft contemporary but on the fifth floor there are

special theme rooms and suites. The latest is the Black Magic Suite—ultra modern in black, white and red.

There are two restaurants, a pub and a bar on the premises.

Relaxa Waldhotel Schatten, am Solituderling, 7000 Stuttgart 80, phone 0711/68 670, fax 0711/68 67 999. In the U.S. call 800-223-2848. Singles 240-390 DM (\$142-\$231), doubles 290-390 DM (\$172-\$231), suites 550-690 DM (\$325-\$408). Major cards.

Relaxa Waldhotel Schatten: III

Hotel Bellevue

A smaller, less formal and certainly less expensive alternative is the Bellevue, owned and operated by four generations of the family Widman. Its 12 rooms are simply furnished but very clean, comfortable and cozy. One nice touch is a fresh apple by each bed.

But the Bellevue, 10 minutes from the town center and five minutes from the autobahn, is best known for its excellent restaurant which specializes in original Swabian cooking using strictly fresh ingredients.

The dining room seats only 60 and its atmosphere of dark wood, tile floors, green plants and cloth table linens is friendly and unpretentious.

DM (\$4). Our main dishes — *Wiener schnitzel* with roast potatoes and venison with kiwi fruit, cranberry sauce and *spätzle* — cost 24 DM (\$14) and 30 DM (\$18)

respectively and were expertly prepared and served.

Herr Widman, who maintains an extensive cellar of local wines, is a bit of an expert in his own right and recommended Untertürkheim Trollinger Gips. A quarter-liter, served in the handled wine glass called a *viertele* that is peculiar to the Stuttgart area, cost 8 DM (\$5).

Hotel Bellevue, Schurwaldstrasse 45, 7000 Stuttgart 1 (Ost), phone (0711) 486-406, fax (0711) 487-506. Singles 90-115 DM (\$53-\$68), doubles 150 DM (\$89). Major cards.

Hotel Bellevue: I
Rest. Bellevue: ☆ \$

Weinstube Stuttgarter Stäffele

For typical Swabian food served in a bustling, rustic atmosphere try the Weinstube Stuttgarter Stäffele tucked away on a tiny street a few blocks south of the train station. A generous portion of home-made *maultaschen*

cost 9.50 DM (\$6), a plate of lentils with *spätzle*, frankfurter sausage and ham is 14.80 DM (\$9), roast pork with browned potatoes and vegetables 15.50 DM (\$9) and roast beef served with *spätzle* and

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NOTES ON SWABIAN FOOD, WINE & BEER

Stuttgart is the center of what is traditionally known as Swabia, an unofficial area that extends more or less from the Black Forest to Augsburg. The people who live in the region are known as 'Schwabs' or 'Swabians' and not only have their own food specialities but speak a distinct dialect.

A few items that are likely to show up on local menus:

Spätzle—a flour, egg and water dough that's dropped into boiling salted water to form noodle-like shapes which are then browned in butter and served as a side dish.

Maultaschen—a giant Swabian ravioli filled with ground meat, spinach, onions and parsley and served either in a clear broth or sautéed with fried onions. This local comfort food is so popular it can be ordered from many a respectable restaurant...or a kiosk on the street corner.

Linsen mit saiten und/oder speck—a thick lentil stew prepared with frankfurter-style sausages and/or ham and usually accompanied by *spätzle*.

Gaisburger Marsch—a hearty soup/stew full of beef, potatoes, onions and *spätzle* that is the Swabian 'national' dish.

Schwäbischer Rostbraten—sliced pot roast with lots of fried onions often served with pickled cabbage.

Zwiebelkuchen—an onion flan or quiche.

Laugenbrezeln—special pretzels of the region.

Fladlesuppe—clear soup with strips of thin pancake.

Wine has been produced in Stuttgart for more than 700 years. Today the city—and the surrounding area of Baden-Württemberg—make up one of the largest wine-growing communities in Germany. Locally, the most popular grape is the ruby-red Trollinger, which is cultivated exclusively in the region and traditionally served at every *gemütlich weinstube* and *besenwirtschaft* in a unique 1/4 liter wine glass called a *viertele* that has a handle but no stem. Lemberger and Kerner are also widely-grown varieties.

There are three major breweries in Stuttgart: Dinkelacker, Hofbräu and Schwabenbräu. Though each produces several styles of beer, the Hofbräu offerings are generally the sweetest, with the driest being from Schwabenbräu and Dinkelacker falling somewhere in the middle.



Tomato soup, garnished with unsweetened whipped cream, flat parsley and a sliver of carrot was topped up at the table with a generous splash of Beefeater's Gin...delicious and reasonable at 7

SWISS TRAINS

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and agricultural valleys to its steepest slopes and mountain tops. And everything is coordinated, "linked," in transportation jargon. Upon reaching a terminal, there is nearly always at least one other train waiting, and, more than likely, a bus, funicular, or a river boat a few steps away.

But is this place a paradise for the traveler? In many ways it is, provided certain rules are observed. For this is a country of rules, and everyone, tourists included, is expected to observe them. The borders are zealously guarded by observant officials: do not try and rush them or violate their procedures. Travel is by honor system and there are no gates, except at the borders, but frequent checks are made and violators are fined. Have the correct papers, passport, rail passes, transit ticket, ready to meet the appropriate situation. Observe the local customs.

A few of my own experiences over some forty years of travel in this delightful country may help to enlighten.

In the post war years, when there were still three classes of travel, and third class had wooden seats, conductors routinely made travelers remove feet resting on seats.

During 90 degree weather a passenger repeatedly closed our window each time we opened it to cool off, and we lost the argument when the conductor interceded on his behalf. On one trip, when I renewed my passport and continued to use my Eurailpass with the old passport number, only the Swiss officials noticed the difference.

Another caution: Attempting to use a Eurailpass to ride on some private Swiss Railways, (it is good on almost all trains), will result in an embarrassing encounter with a red faced conductor and payment

of perhaps 100 Swiss Francs for continuation of the journey in a second class compartment.

So, being forewarned, enjoy the ride, and, more than likely you will, like me, find this country to be a train riders dream.

Overnight Travel

Although there are no overnight domestic trains, various choices are available for overnight travel between Switzerland and other European cities. The sleeping compartments (\$100-150 for one or two people), contain comfortable bunk beds and a small lavatory sink with drinking water, towels and soap. Each sleeping compartment also has a menu with items available for purchase from the attendant, including beverages, a few snacks, and continental breakfast served in the morning in your room. The Spanish *Pablo Casals*, between Switzerland and Barcelona, with a bar and restaurant,

Two trains, *Pablo Casals* and *Wiener Walzer* carry restaurants open for dinner. Look for overnight listings under the appropriate cities.

Dining Services

Three different types of diner are available, clearly identified by their outside logo: conventional fare (SSG); various types of cheese dishes (described below); and two cars run by McDonald's. Some international trains carry German diners with SSG crews. The German equipment is necessary because Swiss cars are not built for the high speeds possible in some parts of Germany.

The latest innovation is Le Buffet Suisse: which features cheese specialties. One of these is *Raclette*, a do-it-yourself meal with wooden spatulas used to scoop cheese slices, melt them on an electric burner in the center of the table, season them with

In the post war years, when there were still three classes of travel, and third class had wooden seats, conductors routinely made travelers remove feet resting on seats.

serves breakfast in the diner, and also carries a few "grand classe" suites with private shower and toilet (about \$200 for two).

Most night trains also carry couchettes: four (first class) or six (second class) bunk beds and bedding in a compartment shared by both sexes and converted to seats during the day \$12-20 per person. *Pablo Casals*, carries four person couchettes with greater space and privacy, including a lavatory sink (unlike standard couchettes, the sexes are segregated, about \$40 per person).

The best night trains are designated "EN" for Euronight. They make fewer stops (usually traveling non-stop from midnight to 5 a.m.), offer snacks and drinks at night and a more complete breakfast. *Roma*, to/from Rome, *Wiener Walzer*, to/from Vienna and Budapest and *Pablo Casals*, are in this category.

paprika, peppercorns, salt and pickled onions, and eat them with boiled potatoes. More familiar to Americans is fondue; melted Gruyere cheese and wine dipped from a bowl with squares of dry bread (\$14 for two). Also soups: I had something called *Gersteneintopf mit Engadinewurst*, white potato and barley soup with sausage (\$13). An elegant dessert followed: *Gebrante Creme Emmanthalet* tart, an abstract design of custard, pastry and chocolate sauce (\$4). A half-liter of very good Geneva white wine was (\$10).

Possibilities are also available for dining on the cuisines of France, Spain, Italy, Germany, Austria, Hungary and the Czech Republic, on trains bound from various Swiss cities to international destinations. Note the various Eurocity, Euronight and ICE runs described below.

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PICKING UP A NEW CAR IN GERMANY

It's probably the secret desire of countless car buffs to at sometime in their lives tour Europe in a brand new car picked up at the factory.

If that car is a Mercedes or Porsche, the bigger (and more expensive) that dream becomes.

For hundreds of Americans, 1994 will be the year that dreamtime becomes reality. And, as you might expect, the Stuttgart-based car makers have an efficient, user-friendly system well in place that takes all the guesswork, frustration (and some of the fun) out of the process.

Historically, and perhaps counter to general perception, factory pick-ups (aka tourist deliveries) do not necessarily represent major financial savings, although the more expensive the car, the better the numbers begin to look.

The big advantage comes if you're planning an extended stay overseas, in which case you get the

use of your new car instead of having to rent a vehicle. Combine this with free shipment home and you'll at least pay for part of the cost your holiday.

The key to a successful and angst-free factory delivery is to work out all the details with your authorized dealer several months prior to your planned pick-up date. They will place your order and fill you in on all the required paperwork such as temporary insurance, customs documentation, shipping procedures and so on.

It is important to note, however, that just because you're taking delivery at the factory — where they actually built your car — does not mean they will look kindly on last minute changes of mind about color, engine, upholstery or accessories. What you ordered is what you'll get. Punkt.

Also allow plenty of time for the delivery process — the better part of a day, in fact. Because before you get the keys, your car has to be located, checked over thoroughly, washed and oval zoll number plates fitted.

A member of the delivery team will then go over all the documentation with your before finally introducing you to your new "ride." The factory visit and museum tour can take several hours more.

Factory Delivery: Good Deal or Not?

There is no new car experience quite like factory delivery of one of those great, high-end, German engineering marvels from Porsche or Mercedes Benz.

In the 70s and 80s one could have fun *and* save a lot of money by picking a car up at the factory. In fact, in the mid-70s, after the great gas shortage, there were stories of Americans who made repeated trips to Germany, each time bringing home a diesel-powered Volkswagen or Mercedes Benz for resale at a profit.

But those days are finished. Factory delivery makes financial sense *only if you have already planned* to buy a new Mercedes or Porsche *and* have *already planned* a trip to Europe. But when those two elements are in place, factory delivery offers several advantages:

- You still save something on the purchase of the car. The more expensive the car, the more you save (see table below).
- You save the cost of transportation in Europe while you're on vacation. A two-week rental of a Mercedes 190E in Germany currently is about \$760, including tax. For those satisfied with a smaller car, the two-week price for a VW Golf is about \$350. (Of course, your Mercedes or Porsche dealer will figure the savings by computing the cost of renting a car similar to the one you're thinking about buying, rather than one of the more modest vehicles most of us drive on a European holiday.)
- And finally, you'll be traveling in style. The porter's step might be a little livelier and his smile a bit wider when you roll up to the entrance of **Graf Zeppelin** in a car that looks like it belongs there.

For more information on European delivery contact your local Porsche or Mercedes Benz (or BMW, Audi or Volkswagen) dealer. *Gemütlichkeit* subscriber **Leslie M. Mesa** handles the European delivery program for Smythe European Motors in San Jose, California. Call her at 408-983-5200.

Sample Cost Comparison: Europe vs US Delivery

Vehicle	Factory Price*	US Price	Rental** Saving	Total Saving
Mercedes E300D	\$38,000	\$40,475	\$760	\$3,235
Mercedes S320	\$63,550	\$71,075	\$760	\$6,765
Mercedes S600 Coupe	\$120,000	\$133,775	\$760	\$14,535

* Includes insurance while driving in Europe and shipment to US. **MBZ190 -14 days.

And for those enthusiasts who have an on-going love affair with their motor cars, a mere visit to 'mecca' is an unforgettable experience, especially when tied to factory and museum tours and a couple of days of Stuttgart sight-seeing.

team will then go over all the documentation with your before finally introducing you to your new "ride." The factory visit and museum tour can take several hours more.

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STUTTGART

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sauerkraut 28.50 DM (\$17). A quarter liter *viertele* of wine is between 6.50 DM and 7.50 DM (\$4-\$4.50).

Weinstube Stuttgarter Stäffele, Buschlestrasse 2A, 7000 Stuttgart 1, phone (0711) 61 72 76. Inexpensive to moderate. Open from 11:30 a.m. to 1 p.m. and 6 p.m. to 2 a.m., closed Sunday.

Weinstube Stuttgarter Stäffele: ☆

Weinstube Bacchus

The Bacchus is on the first and second floor of a building in the popular Calwer Strasse pedestrian shopping area. In the dining room upstairs copper pots hang from low ceilings and a big ceramic stove sits in one corner surrounded by paneled dining alcoves that complete the intimate setting. A tasty bowl of asparagus soup is 7.50 DM (\$4.50) and a main dish of grilled veal chops with cheese sauce, noodles and salad is 31.50 DM (\$19).

Weinstube Bacchus, Calwer Strasse 60, 7000 Stuttgart 1, phone (0711) 29 68 75. Moderate. Major cards.

Weinstube Bacchus: ☆

Calwer-Eck-Bräu/Stuttgarter

Stuttgart's latest beer producer, the Calwer-Eck-Bräu, is a micro-brewery or brewpub. The ambiance of the second floor establishment is sort of upmarket bistro-brasserie with stained glass, marble floors, lots of big plants and a lively crowd of

trendy youth dressed in business clothes. The beer itself, which costs 3 DM (\$1.80) a glass, is an unfiltered pilsner that we liked very much.

Hot meals are priced at 9.80-18.90 DM (\$6-\$11).

Calwer-Eck-Bräu / Stuttgarter Lokalbrauerei, Calwer Strasse 31, 7000 Stuttgart 1, phone (0711) 2 26 11 04. Moderate. Open every day from 10:30 a.m. to 2:00 a.m.

Calwer-Eck-Bräu: ♦ (good, plain food but *not* typical of the region!) ☒

SWISS TRAINS

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Zürich - Austria Route

Zürich - Sargans (Chur) - Buchs - Austria:

Recommended trains: *Transalpin*, and *Robert Stolz*. Spectacular Austrian scenery: a series of mountain passes from Buchs at the frontier, past Innsbruck to Worgl, 160 miles. Among three trains between Zürich, Innsbruck and Vienna with Austrian diners are *Transalpin*, *Franz Schubert*, and *Maria Theresia*. *Transalpin*, with first class panorama observation cars, is the best choice.

Robert Stolz, also with an observation car, has a Swiss diner (housed in a German restaurant car); takes a different route after Innsbruck, through more mountains to Graz.

These trains turn south at Sargans, continuing to Chur: *Rembrandt*, with Swiss diner (German car), Chur-Zürich-Basel-Cologne-Amsterdam; and *Ratia*, with German diner, Chur-Zürich-Basel-Cologne-Berlin.

The principal night runs are Euronight *Wiener Walzer*, Basel-Zürich-Vienna-Budapest-with Hungarian diner; #465/5 Basel-Zürich-Innsbruck-Graz; and 468/9 St. Moritz-Zürich-Basel-Paris. All have six passenger couchettes and one and two passenger sleeping compartments.

EC163 *Transalpin* Sched:

Lv Zürich 8:42 a.m., Arr Innsbruck 1:16 p.m.

Lv Innsbruck 2:44 p.m., Arr Zürich 6:50 p.m.

EC169 *Robert Stolz*, Sched:

Lv Zürich 11:20 a.m., Arr Innsbruck 3:10 p.m., Arr Graz 9:00 p.m.

Lv Graz 11:00 a.m., Arr Innsbruck 2:36 p.m., Arr Zürich 4:26 p.m.

Route Description: Beginning at Zürich and traveling south, the tracks skirt the Zürichsee for 22 miles before arriving at Pfaffikon, then pass through a valley for 16 miles to Ziegelbrücke. In and out of a tunnel beside Lake Walensee, to Walenstadt, then six miles through a valley to Sargans, where the route splits: one leg south to Chur and a narrow gauge connection to St. Moritz and Pontresina; the other north across the mountainsides to Buchs on the Swiss Austrian border, and through a spectacular mountain route to Innsbruck and Salzburg. The trip from Zürich to Buchs stops at Sargans and takes an hour and 10 minutes.

Other recommended schedules using this route:

Graz

Night: #463, with-couchettes, compartments,

begins in Basel at 8:25 p.m. Lv main station #465 9:23 p.m. (2123), No food, Arr West Station 7:32 a.m.

Vienna

Euronight: *Wiener Walzer*, with couchettes, compartments, Hungarian Restaurant, ends in Budapest.

Lv Main Station EN467 10:23 a.m. (2223) with restaurant, Arr West Station 8:05 a.m.

Budapest

Euronight: *Wiener Walzer*, with couchettes, compartments, Hungarian restaurant, ends in Budapest.

Lv Main Station EN467 10:23 p.m. (2223) with restaurant Arr Keleti Station 11:53 a.m.

(Editor's Note: Subscriptions to Mr. Woelfel's train quarterly train guides — Rail Europe: Direct and Trains of Switzerland are \$42 per year or \$8 for a single volume. Contact Bruce E. Woelfel, P. O. Box 1846, Aptos CA 95001-1846, phone 408-662-1864. ☒)

FACTORY DELIVERY

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Tip: Please don't take your precious car right out into the commuter traffic around Sindelfingen or Zuffenhausen without thoroughly familiarizing yourself with all the controls. Also, make sure you know the route to Stuttgart, the autobahn or your hotel. There is nothing more frustrating than to be driving in an unfamiliar city in a brand new, expensive car...and be totally lost. ☒