

Bistrôt

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of fireplace

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and with the heart

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Half plus one of soccer

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You can then listen to the playlist inspired by the article. All the playlists can be found at this address: <https://spoti.fi/3ofTODK>. Enjoy listening... and (enjoy) reading!

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To the readers

Editorial

When the first one is good... it is necessary think about the second. Only they, unlike a theater company, who create magazines must rewrite the script every time. That's why we decided to permit you to be part of our behind-the-scenes look.

Bistrôt

How is an issue of Bistrôt born?

For us it is important to always start from the why. We write articles because we want to listen to people who have something to say and then tell you about it. For this reason, we interview those who we have had the opportunity to know and appreciate, who, in some way, we feel are part of our world. People in whom we recognize values and passions similar to ours, those of Galli Group.



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First of all, we need to choose who interview. The suggestions come from Andrea and Fabiana Galli. Then we try to find the right mix of topics that inspire us, such as: creating, residing and living. Therefore, architects and engineers can hardly be absent. In this issue we have the engineer who brings Swiss technology into the heart of the Holy Land and the architect who designs wooden houses in Leventina. But we also talk about the restyling of the UN building in Geneva and how the pandemic has changed the way people are living in their homes. Then we move on to the pleasures of life: a glass of wine, a slice of ham, a kick of a ball, an old convertible.

To transform the selection of characters and topics into stories to read and browse through is the team of Visiva, communication agency from Bellinzona, led by Luca Del Boccio. Andrea Dallapina, with more than twenty years of journalistic experience, guarantees depth and passionate interviews, also managing to make more comprehensible, the most technical

aspects of the projects. Matteo Riva is instead an art director who gives Bistrôt an elegant and contemporary design. Because the content speaks to reason, the container communicates to the emotions.

The photographs are usually provided by the interviewees and when new shots are needed we use professionals such as Angelita Bonetti of Officina Immagine (in the first issue) and Hsaskia Cereghetti (in the second issue). We have given this behind the scenes look for two reasons: the first is that we like the idea of making you become more and more part of our community, the second is because we have been asked by some readers, curious about this new magazine that wants to combine lightness to refinement. So we close by thanking you for the positive appreciations that you have done after reading the first number! Thank you! They have spurred us to seek for the applause for the encore!

Bis!



Why read this article?

To travel in the Holy Land, along the way of the Patriarchs. To discover how Swiss high engineering in underground infrastructures is making biblical Jerusalem more modern, among futuristic underground caverns and incredible highway doubles.

➞ #jerusalem #pinigroup

WHERE THE PATRIARCHS WALKED

In 1950 Luigi Pini founded his own engineering studio. After a few decades of family management, in 1995 begins the transformation into an international group. It is being carried out by Luigi's son. Luigi's son, Olimpio Pini, and his partner Daniele Stocker who, together, took over the leadership of the company. Since the early 2000s, Pini Swiss has grown considerably, in particular thanks to major projects such as the Ceneri Base Tunnel.

In 2013 it opened the branch in Zurich. Then, it entered the market in both western and eastern Switzerland, with offices in Lausanne, Chur and Ilanz, with the acquisition of further important mandates.

Group companies are established in the Pini Group in Italy, Austria, France and Israel. The Pini Group today counts about 350 employees and has mandates of great technological value at a worldwide scale. The current Board of administration is composed of Olimpio Pini (Chairman), Daniele Stocker (vice-president), Giovanni Leonardi, Roberto Gerosa, Giovanni Merlini, Peter Limacher and Andrea Galli.

The excellence and experience engineering expertise of the Pini Group are landed in the Holy Land. The doubling of the highway between Jerusalem and Bethlehem, the caves and the tunnel of the new hub of the station of Jerusalem and in the future also the Tel Aviv subway are some of their projects. In Israel, Pini has brought Swiss expertise and skills in the construction of tunnels and underground projects. Even in a complicated land, marked by the characteristics of the territory and by political history, the “Swissness”, the ability to find efficient solutions in difficult situations, has been demonstrated once again the reliability of the Swiss companies. We have spoken with Dr. Roberto Schürch, project manager of the tunnels and responsible for the international market of Pini Swiss Engineers.





Dr. Schürch, how was the experience of the Pini group in Israel?

"It is necessary to set the premise, with the new millennium Israel found itself in, a phase of great demographic and technological development, therefore the need for infrastructure, including underground, but the local market was in short supply. Suffice it to say that the few existing tunnels were almost designed by a single engineer, Arnon Rozen. Therefore, the Israelis have decided that in order to have a contract in this sector, local companies had to have an internationally recognized partner in the field of design of underground works."

Of course the thought must have gone to Switzerland and its tradition in digging and crossing mountains?

"Exactly. The managers of an office in Jerusalem, the Grouchko Structural Engineers, thought: where can we find an international partner with experience? Let's try Switzerland. So in 2016 they contacted a Swiss engineer they knew and the latter pointed them to the Zurich office of Pini Swiss Engineers."

So Grouchko became your partner, but who was the first client?

"The Moriah Jerusalem Development Corporation. This is a company that aims to develop the infrastructure in Jerusalem and carry out public works for the local government. Their problem was doubling the capacity of Road 60, in a track from Jerusalem to Bethlehem. The intervention is very complex, perhaps unique. This is because two new tunnels have to be built alongside existing ones without interrupting the traffic on the existing track. The first is about 300 metres long, the second one is one kilometer long. The great difficulty lies in the fact that the new tunnels must be built close a few meters away from those existing ones. After the completion of the new tunnels, the existing ones will be restored in order to guarantee a level of safety and durability in accordance with modern requirements."

Is it a problem of conformation of the territory?

"Not only that. According to the Oslo agreements, precise corridors have been created within which Israel can build in the West Bank territories."

The first tunnel was built in the middle of the corridor, so now on the sides the space is reduced. At one point we will even have to enter inside the other tunnel so much of the available space is reduced.

Are the tunnels already under construction?

"Yes, the first tunnel is already finished and will be opened to traffic by the end of 2021.

Work is currently focused on the second one. We are using a technique that involves the construction of a tunnel, then an adjacent one. To put it in a non-technical and easily understandable, it's like removing one piece at a time from the mountain, so the mountain doesn't realize that we have pierced it and its structure adapts without trauma and above all, without causing problems to the tunnel in operation."

Did you have to use any special safety precautions?

"A careful risk analysis has been carried out during the development of the project in order to guarantee every stage of construction and



The Jerusalem Gateway is an ambitious project to improve and develop the area that is the main entrance to Jerusalem from Tel Aviv and the coast. The intervention includes connecting the bus station, the terminal from Tel Aviv, the railway station, the Light Rail (subway) and the Chords Bridge, the scenic bridge designed by Calatrava. The redevelopment is aimed to promote the creation of buildings, including skyscrapers capable of attracting hi-tech names and encourage the development of start-ups, following the example of what happened in Tel Aviv.

Jerusalem Gateway

during operation to ensure maximum safety for workers and for road users. Unlike other road sections in the area, no special measures have been required to prevent risks arising from the political tensions which are unfortunately characteristic of the territory. Now the situation is more quiet than in the past. Just think that in the area there are still there are still some L-shaped walls that were realized after the stretch of road was the object of armed attacks (in the early the early 2000s there were attacks from Beit Jala, Palestinian center, towards Gilo, an Israeli settlement, ed)".

Are you also working on other construction sites in Jerusalem?

"The appreciation for our work led Moriah to ask us at the end of 2017 for advice on a major problem they had encountered as part of the Jerusalem project Gateway. At the western entrance of the city, near the station, recently connected with high-speed trains to Tel Aviv, it is planned for the creation of a new technological centre with several skyscrapers. The project involves the creation of two

"mega" caverns that will house a road tunnel to make the traffic flow under the surface in the upper part and five levels of underground parking that connect with services and buildings above and adjacent, a sort of hub obtained in two large caves thirty metres deep, twenty metres wide and 300 metres long.





Roberto Schürch
 Year of birth: 1985
 Profession: civil engineer

After obtaining his Master's degree in Civil Engineering from the ETH Zurich, he studied at the same institute for a PhD. His experience includes being project manager on several projects in urban and alpine environments. In the field of mechanized excavation, he is considered a world-renowned expert. He is the Swiss representative in the working committees of the ITA (International Tunneling Association) and, since last year, he is responsible for the courses at the Ben Gurion Polytechnic Institute in Israel. At Pini Swiss Engineers, he holds the position of Project Manager and Project Manager of the Galleries/Tunneling and Underground structures. Today he follows projects in more than 10 countries, with focus on USA and Israel.

The Greenline in Tel Aviv

The Greenline is a light rail line designed to enrich the area's transport offerings to the Tel Aviv metropolitan area. The line will connect the southern portions of the metropolitan area of Gush Dan with the city of Tel Aviv. The length of the line is about 39 km, of which 4.5 km are underground, with 61 stations, five of which underground.

They called us because the then designer argued that building access tunnels and caverns would have risked damaging the station. The project was classified as unfeasible. We set to work, we redesigned everything, found solutions, obtained the mandate and permission to finalize the project in record time.

All large-scale interventions, have you had other smaller mandates?

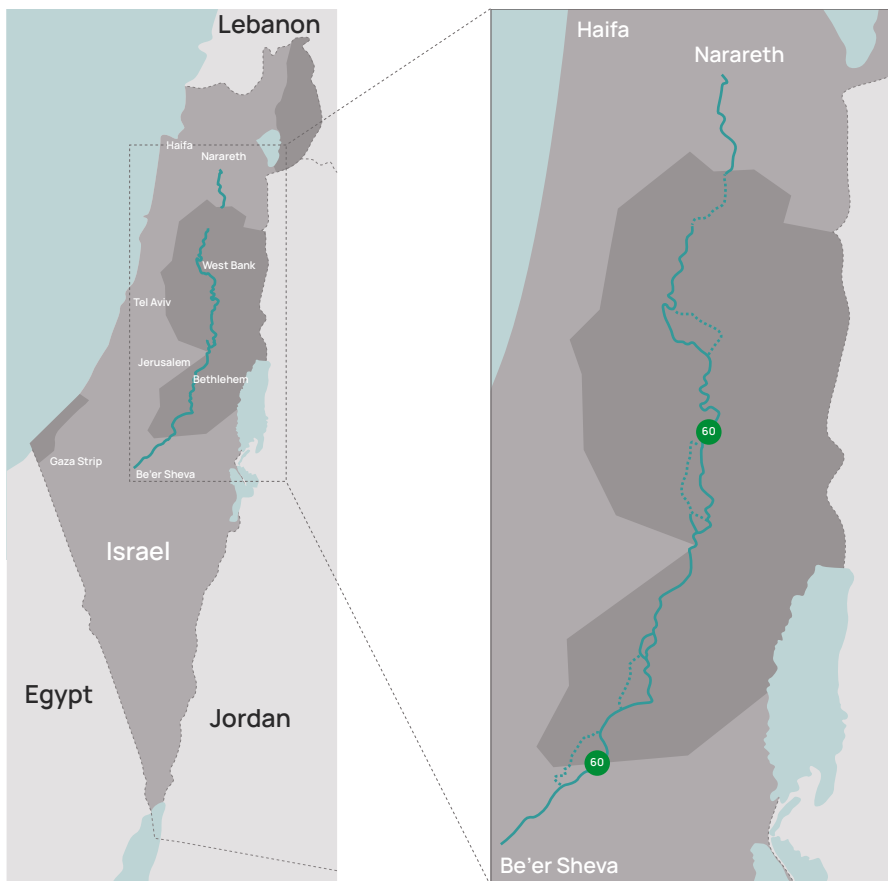
"Yes, for other road works, tunnels in the center of Jerusalem and we have also offered our advice in the archaeological excavations at the City of David (not far from the famous Temple Wall, ed. of the Temple, editor's note) as a result of problems of excessive impact of excavations on the surface structures. With our technical and politically neutral intervention, we were able to guarantee the safety of workers and archaeologists in the tunnel and that of the population on the surface".

Is it difficult to manage these construction sites from Switzerland?

"As the mandates were growing, we chose at the end of 2019 to open a subsidiary in Israel of almost 10 people for projects and construction management. Of course, when it is necessary, for production capacity they rely on our Swiss locations. Before the coronavirus I used to fly to Israel once or twice a month to follow relationships with customers. Now we manage everything virtually."

New mandates for the future?

"In about four to six months' time, work should begin the work for the Green line in Tel Aviv, a new subway line for which we will work with a Chinese company. There is also a road tunnel project two kilometres long, for which we have already done the preliminary studies and which, for a year and a half, is waiting for budget approval. To weigh in on this case, rather than the pandemic however, has been the succession of different governments and repeated elections.



Some people call it Route 60, some who call it Road 60, some who call it Highway 60, the result does not change. It is always a road that joins Nazareth, in the north of Israel to Beersheba, in the south, at the gates of the Negev desert. Its route resembles that of the historic Way of the Patriarchs that according tradition and biblical texts would have been traveled by Abraham, Isaac and Jacob on their way to the Promised Land. An itinerary that follows to the west the valley of Jordan and which was in the middle of the Via Maris of the coast and the road of the Kings that which united Ancient Egypt to Mesopotamia passing through Aqaba and Damascus.

The modern route of the Patriarchs, Route 60, today crosses Jerusalem, lapping against the walls of the Old City, and passes by cities such as Hebron and Bethlehem. Good part of the route of over 200 kilometres crosses the Palestinian territories. Therefore, there are several checkpoints and some sections are forbidden to cars with green license plates (Palestinian) and others are forbidden to cars with yellow license plates (Israeli). There will be a day in which the road can integrally be traveled by the two peoples together. Many peacemakers continue to hope so.



Why read this article?

To find out how the pandemic has changed the way we experience the home.

To understand how technology is entering our kitchens and why we will bring the stove in the garden.

➞ #design #homedecor

ISLAND OF DREAMS



Before the pandemic the island of dreams was a tropical atoll, when exotic travel became a mirage, the most coveted island became the one in the middle of the kitchen or, to put it as an interior designer the living area of a house.

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It's the result of an imaginary idea that comes from movies and series "made in the USA", but also from a change in habits. With bars, restaurants and other meeting places that have been closed for long periods, the home has taken on the value of search for comfort to rediscover the conviviality lost. This is the reason why we would like to reproduce inside the home that climate that we breathed in outside. We talked about it with Alessandro Invernizzi and Chiara Giovannini of Rovere Interni, the space dedicated to interior decoration in the Birreria District of Grono.

It may seem like a play on words or a daring metaphor, but it seems that finding ourselves isolated, we have made “an island” a place to start again.

The pandemic has changed the market of furniture and in particular of kitchens?

“Undoubtedly being at home more means you want to invest more in having a more comfortable and functional home. Regarding the kitchen, it should also be added that for some time now, with the success of entertainment programs that have transformed chefs into TV stars, the attention has increased to choose high-profile solutions, both technological and aesthetic. Moreover, the kitchen increasingly contaminates the living area, spaces that are more and more becoming places to live. This is a trend that has been consolidated for some time”

These are the reasons that see the island or the peninsula become more and more the heart of the living area?

“We could say that the island has become our own little American dream. We’ve seen it in hundreds of scenes of family life in Hollywood movies or in TV series. It has now become part of our

imagination. On the other hand, the island or peninsula in the kitchen also responds to needs, not only aesthetic but also of practicality. It is a surface that can replace the dining table. For example, in some solutions concealed tops to create an extension to sit down and eat.

The impression is that they also facilitate socializing.

“Yes, they do. They are a way to convivial cooking, but also to get out of it without having to invent excuses to get up from the table. It creates a less formal environment. Somehow it’s as if trying to reproduce those experiences at home that we were looking for in the clubs, where, before the pandemic, you were at the bar, or sitting on stools, we shared long tables even with strangers. Now happy hour and “apericena” we have moved them to the kitchen”.

You don’t run the risk of “frying”, cooking in a place without a hood?

“Today, technological solutions also overcome the inconvenience of fumes and vapors that cooking on an island can generate. More and more, we use integrated suction systems in modern induction hobs, at the center of the powerful aspirators that suck fumes and vapors into them as soon as they leave the pot or pan”.

Is the kitchen therefore increasingly hi-tech?

“Yes. The new appliances are inspired by the concepts of home automation and new systems of artificial intelligence. They have Wi-Fi and can be programmed or controlled remotely, or connected to systems of management, such as Alexa. They have infinite possibilities of use, let’s say for now most of us use a very small percentage of them. Those who do, however, appreciate the convenience, because it simplifies everyday life: we don’t have to remember or worry about many routine operations, of timers that ring and we don’t hear, and so on and on.”

Soundtrack





Are they therefore kitchens that consume more? Or is there attention to the theme environmental impact?

“The focus is increasingly on energy saving. Today there is a lot of attention in improving the energy performance of household appliances. In general, the theme of sustainability is increasingly present in the production of furnishings. The materials are enhanced with a natural matrix: wood, stone, glass. These are materials that are obviously subjected to technological processes that make them not only sustainable and low environmental impact, but also safe and durable.

For example, porcelain stoneware kitchen tops are increasingly used for the performance and guarantees they offer.”

Has the pandemic affected on the evolution of research in furniture?

“It has been inevitable. Today, for example, there are also kitchen countertops using a self-cleaning material. The research has focused on attention to cleanliness, hygiene and recirculation of the air inside the house”.

And when the warm weather arrives? Will people stay in the kitchen?

“The hope, of course, is that the pandemic is soon just a memory and you can go back to moving and travel, but it is likely that the rediscovery of the home as a place of meeting and socializing will remain however. So those who have an outside area will probably think of dedicating an area to reproduce in garden the same way as the living area inside.

Today on the market there are more and more solutions, also of design, to realize outdoor kitchens. Islands to be placed at the center of a green space to return to create moments of conviviality”.

It may seem like a play on words or a daring metaphor, but it seems that finding ourselves isolated, we have made “an island” a place to start again.

The focus is increasingly on energy saving. Today there is a lot of attention in improving the energy performance of household appliances.



The Palace of Nations

The United Nations Office of Geneva, alongside that of New York as second seat main UN. The Palais des Nations rises in the center of the Park of Ariana, on the shore of the lake in Geneva, and hosts inter alia the Human Rights Council of the UN and the High Commissioner UN for Human Rights.

It was built in the 1930s last century and was, until 1946, the head office of the Nations. The latter, founded in 1919, with the conference of Peace in Paris following the World War I was the first intergovernmental organization with the aim of increase well-being and quality of life of men.

The palace, after the Second World War, is the main European headquarters of the UN and therefore international territory. The numerous restructurings over the years have brought the building up to 600 meters long, with 34 conference rooms and about 2,800 offices. Every year thousands of encounters between nations are held there. In normal times, there is also the possibility of visit it. They are open to the public to show their unique environments, such as the hall of consultations decorated with sumptuous frescoes or the great Hall of Assemblies.

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Tree of Life

The provisional structures, apparently simple, used to create the most iconic work for the EXPO in Milan, in reality have been the result of engineering and high installation specialization.



There are constructions that require expertise, calculation and analysis skills, specific safety guarantees and quality standards. They are small masterpieces of ingenuity, yet they are born knowing that the hope of the principal is less possible. And yet they are not ephemeral works, like the Arabian Phoenix, they are ready to be reborn hundreds of kilometres away. Their best asset is adaptability, passing without problems from Art Nouveau buildings to rationalist buildings. In the jargon of construction and design are defined as temporary works, in common parlance: scaffolding. It does not change the fact that they are essential on any construction site. In the Moesano, a new company has been set up, The Marssal SA, which wants bring to Switzerland decades of experience in the sector gained across the border. We talked about it with the director, Fabio Porzionato, who is working on the construction site renovation of the UN building in Geneva.

Director, how did Marssal SA come into being?

"Marssal SA is the result of a project of collaboration developed by three entrepreneurs: Fabio Porzionato, director of Marssal SA, who has been resident in Lumino for many years, Mr Andrea Galli, president of Marssal SA and owner of Galli Group SA, and Enzo Mariotti, founder and president of Marssal srl and Cismont srl, both based in Cislano, Italy.

The project's mission is the development of temporary and provisional works on construction sites in Switzerland, based on the long experience in providing of such works matured by Marssal and Cismont in Italy, with international construction sites. For example: Qatar, Saudi Arabia and Poland.

The history of Marssal srl is linked to the historic Ponteggi Dalmine spa, until the end of the 1990s, and and later to Marcegaglia Spa, which took over the ownership".

Soundtrack



At the UN headquarters we are providing first of all a service ranging from in-depth technical and security planning.

Fabio Porzionato
Year of birth: 1980
Profession: Manager

After technical studies abroad, since 2000 to 2018 he's owner and general manager of a construction company in Italy. From 2018 to 2020 he's technical director in scaffolding sector in Switzerland, currently he's promoter and director of Marssal SA. He lives in Lumino.

Since when have you been operating? What are your main activities? How are you structured?

"Marssal SA is a new company, the certificate of incorporation of July 27, 2020, but it has already started to register important developments. In the first three months, the objective was to make itself known in the territory of Ticino and Moesano and from the month of October 2020, the first construction and in January 2021, which is part of a large project called Renovation Palais des Unions in Geneva. To date, approximately 15,000 square metres of scaffolding, 5 hoists for the vertical transport of materials and people have been used. The staff went from a single unit in the first three months to the current situation of one director, one technical collaborator, commercial collaborator a designer and 6 collaborators for the assembly of structures and machines."

What are the main construction sites on which you are working?

"There are about 15 building sites

open today and there are many more to come. We range from large to small construction sites without any difference, we are fortunate to be able to work with excellent companies, which can be investment groups, general contractors, construction companies, design studios and anyone who revolves around the world construction. We will also pay great attention to civil engineering and infrastructural development and infrastructural development, with a clear intention to participate in public contracts promoted by the cantons and other institutions."

Director, you mentioned your commitment at the UN headquarters in Geneva. What exactly does this involve?

"At the UN headquarters we are providing first of all a service ranging from in-depth technical and security planning. We realized the assembly of all the scaffolding of external facade, those interior and all lifts from single and bi-colonna construction site high flow rate. The particular difficulties of this important construction site are different. The general organization of timescales and logistics must be constantly confronted with the strict safety and behavioral procedures that this organization requires. In addition, the very high level of professionalism of our operators on site who have to deal with the different multilingual actors, satisfying every requirement. There is also a need to pay attention to the architectural artifact of high importance and delicacy. Last but not least, we must ensure the operation of the international offices. Attention to safety regulations and compliance with collective agreements are of the utmost importance. We confront each other constantly with UN inspectors from the city of Geneva, where procedures are much stricter than in the rest of Switzerland.

What technological solutions or benefits do you offer?

"The advantages offered by the proposals of Marssal SA are multiple. First and foremost a strong design service both at the preventive stage and during execution, and this is essential to avoid delays, misunderstandings, time wasting and production. We want to do the



work well and immediately. The safety of fitters shall be given priority with equipment of high-level security and clear, effective procedures outlined."

What are the main difficulties in the sector?

"The biggest difficulties in the sector are in the lack of propensity, innovation and investment. Temporary works are incidental within the construction site and often their importance is overlooked, even disregarded for regulations. One example is the width that scaffolding must be in Switzerland for masonry work. The SUVA standard prescribes a width of 90 centimeters with a load capacity of 300 kg/mq2, but many times they are fitted with a smaller width and load-bearing capacity. We have made a point of studying the SUVA regulations and only propose systems that comply with it and perhaps offer better performance, efficiency and safety. The frame we adopted has a walking surface one metre wide. It is obvious that a frame with a floor one-metre-wide costs more than one with a 75 cm floor, and it is obvious that the former complies with the standard but the second does not, except for the work of whitening."

Duomo di Milano

Every provisional work must be best adapted to ensure the ergonomics of the activities, especially in the restoration works of historical assets such as the Duomo of Milan.



But is the market is willing to pay this difference that makes the is properly respected? In other words, is the market willing to invest in this way? What does collaboration consist of with Marcegaglia?

"The collaboration with Marcegaglia places access to high quality standard,

developed over decades of experience, regulatory adjustment, and investments. Marcegaglia is the largest manufacturer of scaffolding in Italy and is in able to meet the demands of each volume and specialization".

Future projects and objectives?

"Our goal is to develop and consolidate the current dedicated structure to assembly and rental, becoming a reference partner for the various customers. In addition, for the civil engineering sector, we perform shoring and centine, while for studies of architecture, private and companies, we make furniture like bookcases, stairs, lofts, shelving and any works with pipes".

A contest that made epoch

The League of Nations was founded in 1919 and in 1920 and Geneva was chosen as a seat, even before Switzerland joined it. After certain temporary arrangements for the location of the secretariat, offices and places of representation in 1926 banned an architecture competition for the Palace of Nations by realize and "La Perle-du-Lac", an old park on the road for Lausanne, in the suburb of Sécheron. 377 participants in groups among which were many of the protagonists of transition from so-called "historicist" or "academic" architecture to the so-called "rationalist" and "Movement architecture Modern".

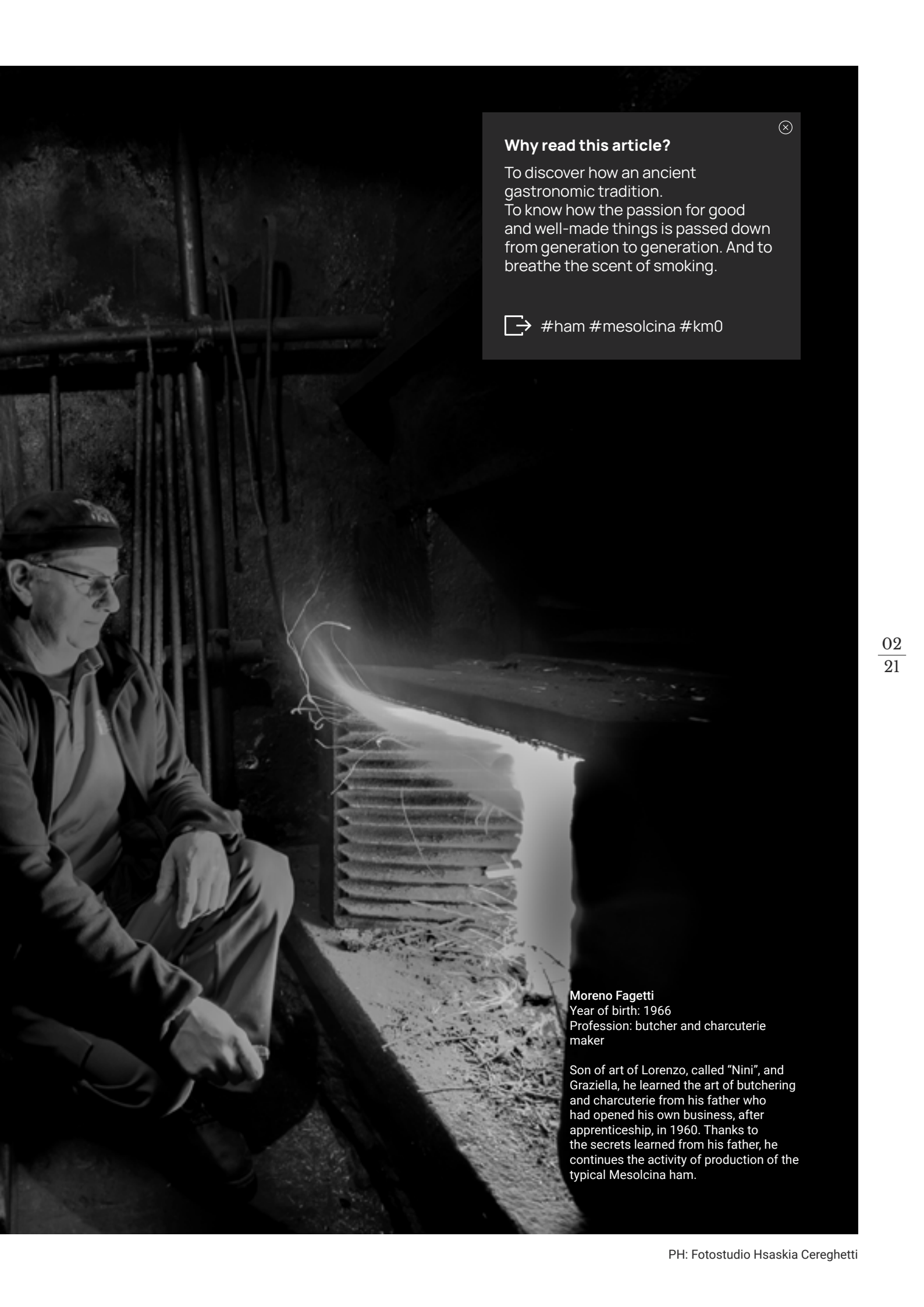
In the end, an "old lion" prevailed: Henri-Paul Nénot, the designer of the Sorbonne and who was inspired by the Beaux-Arts architecture. The building was then built between 1931 and 1938. Even the architect Swiss Le Corbusier attended but his rationalist proposal was not chosen. It was a turning point that brought modern architects to question the new architectural problems and the exclusion from competitions for uniquely rationalist projects.

The ham that tastes of fireplace

The pig, *el porscell*, is perhaps the animal that has proved to be most important for the peasant table. Like a walking pantry it was used in the most diverse preparations, ready to be consumed over months. The main processing remains that of ham (from Latin *perexuctus*, which means dried), even if each area, over the centuries, has refined its variants.

A gastronomic heritage that today we try to protect from the massification of “global” tastes. The Moesano can in fact boast a product that has become part of the Swiss culinary heritage: The Mesolcina raw ham (*presutt* or *parsutt mesolcines*).

What makes it unique is the smoking process and the use of garlic to flavor it. The companies that continue to produce it can be counted on the fingers of a hand, among these there is Fagetti of Roveredo. Opened 61 years ago by Lorenzo “Nini” and his wife Graziella, now their son Moreno continue the tradition. We interviewed them.



Why read this article?

To discover how an ancient gastronomic tradition.
To know how the passion for good and well-made things is passed down from generation to generation. And to breathe the scent of smoking.



#ham #mesolcina #km0

Moreno Fagetti

Year of birth: 1966

Profession: butcher and charcuterie maker

Son of art of Lorenzo, called "Nini", and Graziella, he learned the art of butchering and charcuterie from his father who had opened his own business, after apprenticeship, in 1960. Thanks to the secrets learned from his father, he continues the activity of production of the typical Mesolcina ham.



When you enter the butcher shop Fagetti in Roveredo, everything speaks of tradition. What stands out are not only the gastronomic delicacies on display in the counter and hung on the walls. You stay fascinated by the red Berkel slicer ("it's from 1911", Moreno tells us) and the cowbells hanging under the ceiling ("a hobby, we used to have we used to have goats and cows"). Welcoming us is Moreno with his mother Graziella, "Nini" is not here. "We retired him - says his wife. Although, despite his 86 years, he still comes by the store. The passion is stronger than him. Today he's not because there are the World Ski Championships on television. It's the only way to keep him home. "So did you pass all the secrets on to Moreno? What are they? "Secrets are secrets," Moreno replies smiling. But we do know something. To make Prosciutto crudo della Mesolcina

the pigs' legs are salted, spiced and smoked, and garlic is always present in the mixture, right Moreno?

"Yes. Garlic and local wine. Then each producer adds his own mixture of spices. The salting phase sees the hams massaged with a mixture of salt and pepper. Then they are left in a crate for a couple of days at about 5 °C. At this point garlic and red wine are added. When the salting is finished, after about three weeks, it is smoked.

How does it happen?

"There are only a few of us left to do it. I leave the hams in the smokehouse for a week. In the fireplace I put wood from the woods, a mixture. The important thing is that it is well wood that gives a sweet smoke. Then the hams spend another three weeks in the nearby room to dry.

A technology that is centuries old?

"Yes. Here it's always done the same way. New techniques are not needed to get the traditional flavor."

"A winning horse doesn't change." says Mrs. Graziella, smiling.

Where do the pigs come from?

"They are all Swiss pigs," explains Moreno - but most of them come from beyond Gotthard. But sometimes they bring us to slaughter some local pigs from the valley.

We still have the slaughterhouse, and so we also produce hams One hundred percent Mesolcina."

Soundtrack





What types of hams do you produce?

“There is the “fiocco” (flake), which is larger in size formed from the back part of the thigh, and the walnut, which is leaner and smaller, which is the front part.

The “fiocco” has three and a half or four months of seasoning, the walnut about one month.

How much is your production?

“About two thousand pieces of flake and a thousand of walnut per year”.

Who are your customers?

“Many come from outside the valley. And there are also several young people, they have known the product and are looking for it. Now you can also find it at Migros.

Today, many prefer to eat little but good. Even though times and habits have changed and it's not always easy to stay in the market. At one time in Roveredo, there were three butcher shops, today there are only two.

How should it be eaten?

“It's perfect for an appetizer, a snack, but also on a sandwich or on a slice of dark bread. The important thing is to cut it neither too thin nor too thick, and after leaving it at least half an hour at room temperature. Only in this way it releases all its aromas. And then it would not hurt a good glass of local wine”.

Is it a job that requires sacrifice?

“Certainly it's challenging, there is the store to follow and there is the production to do. But it also gives much satisfaction; you are rewarded when you see that your products are appreciated by customers and are continuously requested”.

Is this what has motivated “Nini” for sixty years?

“Yes - says his wife -. He has always had a great passion for this work. He had been an apprentice at Boldini's. Then, as soon as he could, he opened his own butcher shop. We were very young.”

Mrs. Graziella remembers that “headshot” at age 61. “I was 22 years old, we got married and opened the store. There was no money, but people were different, more available. We opened there,” she says pointing to the building opposite, “Then we moved here, to the place where I used to work as a seamstress. Since then, we have never stopped”. His son Moreno has picked up the tradition and now hopes that his daughter, Giulia, will continue the tradition. She is already ready, she has finished her apprenticeship, we see her looking out from the back. In the future of Mesolcina ham in her eyes.

In Mesolcina there are five butcheries that are part of the Association Master Butchers, Butchers of the Canton, Ticino and Mesolcina. Macelleria Alpina, Mesocco. Macelleria Salumeria of Boldini Ivano, Roveredo. Eredi Stefania Bernasconi, Grono. Fagetti, Roveredo. Decristophoris & Bordoli, Cama.

Viña Vik, with the mind and with the heart

Bisnót

Why read this article?

To discover what a holistic wine is and as a work of art ends up on a bottle. Moreover, we tell you how wineries (and hotels) of the future are being designed of the future and what grapes are hidden behind one of the best wines of Chile and of the World.

➞ #wine #chile



If anyone thought that wine is simply the result of a biological process, they should take a trip to the valley of Cachapoal in Chile, where Viña Vik is located.

The person will discover a holistic approach where territory, technology, science, architecture, sustainability, research, passion and art all come together to give three labels that have been able to climb the rankings of the best wines in the world.

In search of the promised land

The history of Viña Vik began in 2004. Alex and Carrie Vik had a dream: to produce the best wines of the world. He is one of the richest men of Norway, his native land, but in order to cultivate vineyards he necessarily traveled to other latitudes. The couple, with the help of experts and researchers, finally, after two years of evaluations, choose the American continent. In particular a terroir in a country already suited for the production of excellent wines, Chile. The place chosen was Millahue, in the valley of Cachapoal, at the border with the province of Colcagua, one of the historical historical wine areas of the South American nation.

In Millahue, which the native Mapuche call “Lugar de Oro” (Golden Place), the landscape is majestic.

There are 12 valleys, between 500

and a thousand meters of altitude, each one with its own its own microclimate, the exposure to the sun varies and Pacific coastal breezes and the winds that blow from the Andes. For wine producers, this means being able to refine grapes capable of restoring enormous complexity and exceptional variety. In an area of more than 4 thousand hectares, less than 400 hectares of vineyards are planted with five different grape varieties: cabernet sauvignon, cabernet franc, carmenere, syrah and merlot. Chief enologist Cristian Vallejo oversees viticulture and ensures that the grapes are harvested by hand and fermentation takes place naturally without added yeast.

The wines are aged in a combination of new and used French oak barrels, using different percentages of the five grape varieties.

VIK, Milla Calla and La piu belle are the three labels of Viña Vik. They come from grapes Cabernet Sauvignon, Cabernet Franc, Carmenere, Merlot and Syrah.

When the bottle becomes a work of art

Viña Vik currently produces three red wine labels: VIK, Milla Calla and La Piu Belle (the latter is also available in a rosé version as well). VIK is the most valuable label sold since 2010. It is an important red wine, to be opened for a special occasion. It is produced from a fermentation in stainless steel followed by a maturation of 24 months in wood.

Its prestige among insiders has grown in a few years and Vine Pair in 2018 ranked it in 3rd place among the best wines in the world. The blend is Cabernet Sauvignon 67%, Cabernet Franc 17%, Carmenere 14%, Merlot 2% and Syrah 4%, the color is deep ruby red with light touches of garnet red. In the nose hints of ripe red fruits can be detected, followed by sensations of tobacco, sweet spices and mineral nuances. It perfectly matches with second courses of red meat and game.

Milla Calla is a wine which can to drink well in every occasion. It was

put in production in 2012.

Maturation is done in wooden barrels for at least 23 months. The blend is composed by Cabernet Sauvignon 67%, Carmenere 17%, Merlot 11%, Cabernet Franc 4% and Syrah 1%. It is so red that Wine Spectator magazine indicates among the best wines in the world (22nd place in 2018). The color is ruby red, intense and luminous, with garnet reflections. Aromas of strawberry and raspberry with floral and spicy notes can be found. A wine of great harmony and persistence that is well suited to second courses of red meat, grilled, but also with mature cheeses. Also in 2012, the idea of producing a third label: La Piu Belle (the most beautiful) was hatched. A red wine with a blend Cabernet Sauvignon 45%, Carmenere 40%, Syrah 10% and Merlot 5%. You can smell aromas of red fruit of ripe and lush raspberries. In mouth it is round, ample and silky, with a delicate but concentrated acidity. To sip with a duck breast or grilled salmon.

The charm of La Piu Belle is not



Soundtrack



only in the content of the bottle but also in the container. In fact, the bottle reproduces a work expressly conceived by the Chilean painter Gonzalo Cienfuegos. His work was the most beautiful among those created by about twenty of international artists called by Alex and Carrie Vik to illustrate a bottle. The inspiration of one of their favorite painters, the Belgian surrealist artist René Magritte, who in the fifties of the twentieth century had painted wine bottles. The bottle features a female figure on a celestial background. It represents Freya, a mythical figure Nordic who has now taken up residence in Viña Vik and watches over the earth, the sky, the sun and the sun and the fog, which are fundamental elements to the grapes of the “golden valley”. Then, in 2019, the version rosé version of La Piu Belle, with Cabernet Sauvignon 86%, Cabernet Franc 10% and Syrah 4%. Hints that range from ripe red berries to lavender and violet. Recommended with paella or smoked salmon on toasted bread with ricotta cheese and extra virgin olive oil.

Hi-tech architecture and breathtaking views

The winery of Viña Vik is a concentrate of technology and avant-garde architecture married to the cause of Eco-sustainability and an evocative aesthetic. It was designed by the Chilean architect Smiljan Radic, who in 2007 won the architectural contest held in order to give a worthy home to Vik’s great wines.

The winery is designed to have a minimal impact on the landscape. The roof gives the impression of an enormous, elegant, white wing suspended above the underground structure. The access to the cellar is from a beautiful square crossed by running water that flows towards the building. The mirror water features a fascinating sculptural installation of river rock that visitors can appreciate walking on the



walkways, observing the reflections of the mountains and surrounding vineyards. In the winery it is possible to reach the tasting room by going up from the Fermentation Hall (fermentation room) in the Barrel Room (the room of casks), where among lightly lit barrels stacked on both sides, it is possible to admire the work dedicated to the terror beautifully painted by Eduardo Cardozo. Vik is an avant-garde winery from the point of view sustainability. It uses free cooling, a cooling system cooling system which exploits the temperature difference with the external environment, as well as solar energy and natural insulation. The mirror of water cools the ambient temperature of the barrels without using energy, and the same humidity allows the temperature to rise. The translucent roof allows daytime work without the need of artificial light and the insulated cellar maintains small temperature differences at the time of cooling and heating, requiring less energy overall. The other architectural jewel of Viña Vik is the

hotel that stands on the hill, offering a 360-degree panoramic view of the valley. It was built in 2014, designed by Uruguayan architect Marcelo Daglio. The floating and structural roof of titanium and bronze is reminiscent of deconstructivism of Frank Gehry. The building features central patio with a Zen garden surrounded by colorful flowers. In the lobby there are remarkable works of art, including paintings by Roberto Matta and a diptych of Anselm Kiefer’s iconic “The Secret Life of Plants” series. Kiefer’s “The Secret Life of Plants” series. The hotel is also houses the restaurant Milla Milla, with its glass walls for the best better enjoy a phenomenal view of the valley and the infinity pool. The twenty-two rooms are all themed and there are also seven private bungalows with glass walls with a concentration of avant-garde architecture, art and natural spectacle.

Interview with Jaime Lamoliatte

Jaime Lamoliatte
Year of birth: 1970
Profession: commercial director

Grew up between Chile, Argentina and Brazil. As a student he traveled to France and England, where he learned about wine and obtained a diploma in enology at the University of Bordeaux. All his professional life has been in the wine business. Prior to VIK, he worked at Chateau Pavie, Kendall Jackson, Santa Carolina. Jaime is passionate about food, wine and travel.
"Meeting different people and tasting different foods in Brazil, Russia, Mexico or Korea is so fascinating!"

Jaime Lamoliatte is the commercial director of Viña Vik and boasts a more than twenty years' experience in the sector, yet he ensures that the care in production he has found in Millahue, he has not seen in any other winery in Chile. È who tells us the secrets of Viña Vik's wines. Vik is defined as a holistic wine.

What does it mean?

"It consists in the capacity of realizing at best every phase of production, from the choice of how and where to plant a vineyard, up to the modalities of refinement. Every level of processing is carried out with the maximum care, the result of research and adequate technological tools. For example, we are able to plant 7,000 to 10,000 vines per hectare, when the average in Chile is 5,000. Or just think about how the levels are structured, based on a system that exploits the force of gravity".

How much is the current production of Viña Vik?

"Approximately 600,000 bottles per year, and we are aiming to reach one million. The half is represented by Milla Calla, 30% from La Piu Belle and 20% from VIK."



What are your target markets?

"The first one is Brazil, followed by USA, China, Chile, the UK and Korea. We sell in 35 countries. In Switzerland the only importer is Galli (Vik wines are on sale through worldwidewine.ch in Grono, editor's note).

Has the pandemic had commercial consequences?

"Yes, we certainly drank less in restaurants and hotels, but did not give up wine at home. Indeed, usually when one is at home, we allow ourselves the choice of better wines. This is confirmed by sales, in 2020 have increased by 25%. Even 2021 has started well and we expect to increase again by 30% by reaching new markets. Of course, it will be necessary to evaluate how the pandemic progresses."

Does the combination of winery and hotel work?

"Certainly. First of all, it is not the only VIK hotel, there are others from Uruguay to Milan, so there is a tradition and experience in hospitality. In addition, all the rooms of the hotel are different, uniquely decorated by designers. There are works of art in all environments and you can enjoy an incomparable panorama, as well as doing outdoor activities or relaxing in the spa. And of course there is the possibility of tastings and visits to the winery as well as special menus. Let's say our guests end up becoming our ambassadors when they return to their countries".

In Chile with what accompanied the wine.

"One of the culinary passions in Chile is the barbecue. And the most beautiful is a wine that goes perfectly with grilled meats. While in the rosé version I would match it with the seafood. Our other specialty". When we interview Jaime we see him connected from a sunny patio, in Chile autumn begins in March. For them it is time of harvest. The grapes of Viña Vik are ready to be harvested, the Fermentation Hall awaits you. Then the aging in barrels begins. But we will still have to wait to see the garnet reflections of vintage 2021 in our glass. Sometimes, however, it is worth waiting for. And then there is a happy alternative, we can already uncork the most beautiful 2015!



On the right Jaime Lamoliatte,
Alex and Carrie Vik at the center.

We are able to plant 7,000 to 10,000 vines per hectare, when the average in Chile is 5,000.

WOODEN HOUSES AND LIGHT

Why read this article?

To find out how a house can marry the line of the mountains. Why the desire to live in contact with nature? Why must there not always be a ceiling?

➞ #environment #architecture



An architecture capable of dialogue with the surrounding environment, capable to recall the tradition but also to offer innovative solutions.

Also, when the road starts to rise and the slopes are becoming more inaccessible, it is the project of four new houses designed by the architect Mattia Canepa in Fusnengo.

We are in Valle Leventina, in the Municipality of Faido, in the hamlet of Chiggiogna. Looking out the window it is invaded by the green vision of striking basin, looking up you can admire the profiles of Pizzo Pettine, Pizzo Molare and Pizzo Forno, which seem to invite to feed a nearby path to discover an itinerary in nature. With a context similar, the challenge of an architect is to succeed to create buildings that are worthy of it.

How to do? We asked the designer.



I tried to interpret the natural shapes of the mountains, to reproduce the slopes, the spurs of rock that form the suggestive circle of mountains around it.

Architect Canepa, where will the project be built?

"The four dwellings will be built in a quiet and sunny area almost at the end of a dead-end street leading into the countryside".

Looking at the render of the project first thing that strikes you is the originality of the shapes and the choice of cladding.

"I tried to interpret the natural shapes of the mountains, to reproduce the slopes, the spurs of rock that form the suggestive circle of mountains around it. I was also inspired by the vernacular architecture of the place, those buildings built in the past for activities related to rural mountain economy."

A purely aesthetic choice?

"No. It wasn't just an aesthetic choice, in this way I was able to think of higher quality spaces playing with heights, creating special visual relations between the different environments.

What does this mean in terms of concrete advantages?

"Normally for similar dwellings, 5.5 detached houses, you build two living areas with little relation to each other. The choice in Fusnengo was instead to work on three floors containing ground occupation and maintain the "scale" of the context, leaving an opening above the living area on the ground floor, from which the entire structure of the house. This communicates not only an idea of a large space available, but also allows

diffuse lighting, which comes from both the ground floor glazing and the openings on the upper floors."

How is the ground floor organized?

"There is a large open space that joins the kitchen-dining area with the living room. Everything is made particularly bright by the large windows overlooking the outdoor area. There is an absence of a ceiling in the part above the living room. This makes it possible to appreciate the inclinations of the roofs, imagined as spurs of rock, and to establish a dialogue with the upper levels. There is also a covered parking space with a technical storage room, a guest toilet and a cellar in the basement."

How are the first and second floors structured?

"As I said on the first floor there is an opening onto the living area, so from the study area you can see the living area below. It is an ideal place to work. There is a large desk that receives light from the openings above and from the ground floor. There are also three bedrooms and a bathroom. On the third floor is the master bedroom with bathroom and a suggestive opening that creates an enchanting picture on the valley floor. The third bedroom can become a closed study, given the increase in teleworking due to the pandemic and future work strategies of companies."

Is wood particularly characteristic in the home?

"Yes. From the supporting structure to the parquet exterior cladding, to the finishes of the wood, these give a special warmth and a feeling of nature to all the rooms. The choice to cover the buildings with vertical architectural desire to "denounce" the use of this material and to integrate the project into the natural landscape. The wood is a 'living' material capable of its appearance over the years until it completely

Soundtrack





Grey energy

This is the amount of energy needed to produce, transport to the place of use and then dispose of the material. It is estimated that wood costs 1Mj/t of primary energy for production, compared to 4 Mj/t for reinforced concrete, 60 Mj/t for steel and 250 Mj/t for aluminum.

merges with the forest context, it is something exciting!"

Is this part of a sustainable design idea?

"Definitely. We have provided a high-performance heating system such as a heat pump and a series of measures that increase the energy efficiency of the house. In addition, the wooden construction allows, thanks to the hygroscopic property of the material, a natural control of humidity in the environment contributes to providing a sensation of well-being all year round. When climbing in altitude optimizing energy consumption the environment and also the family budget."

What is on the outside?

"The exterior is characterized by a road in which a second parking space has been created with a concrete roof that creates a movement on the facade of the house, which is made completely with wood. Each house has an outdoor green area accessible from the living area, while the other living area gives access to a pergola with a concrete slab floor. The other window gives access to a pergola with



concrete slab flooring that which can be transformed for example, into a lounge, relaxation or games area."

Who are these homes suitable for?

"It can be a solution for young local people who want to start a family and continue to live in their own territory,

but choosing architectural solutions of value. One of these houses costs more or less the same as housing units of a similar size but offers more striking architectural solutions. Furthermore, with the pandemic we are seeing more the phenomenon of families who prefer to live more in contact with nature, in less crowded and stressful environments than city environments. In the case of Fusnengo, the proximity to the motorway allows one to get to Bellinzona in half an hour and in Faido there are still several administrative services present, as well as commercial and sports services. It may be a solution for those who want to find a new place to live in serenity and tranquility".

When will the houses be built?

"The developer is Galli Immobiliare (immogal.ch) and we are aiming to deliver the houses during 2022.



Mattia Canepa

Year of birth: 1990

Profession: Architect

After studying architecture at SUPSI SUPSI, he obtained a Master's degree in Architectural Sciences of Architecture at the USI - Academy of Architecture and opened his own studio in Mezzovico-Vira. Ever since he was a child he has passion for ice hockey, a sport he plays with the GDT Bellinzona.

#environment #sustainability #livelihood

If we had to write down the keywords of Ticino's architecture for the future, they would be these.

Architect Mattia Canepa explains: "Architecture has to meet climate requirements, design with less energy dispersion, thinking about the efficiency of materials, reuse, the cost of grey energy, and a sustainable budget.

Architecture should go back to looking at the territory.

"When designing, it is necessary to think about what may appear to be wasted spaces but which are useful for collective life".

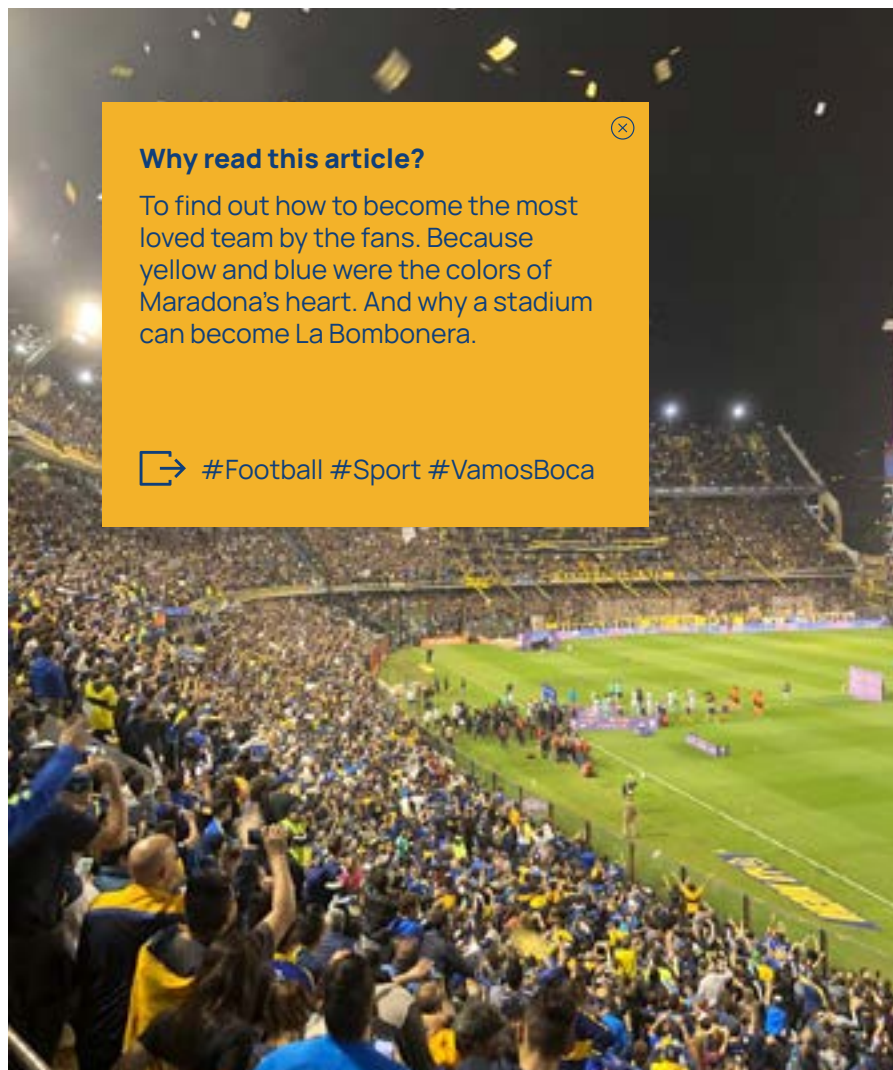
For Canepa, the combination of man and nature must be put back at the centre.

"We have a responsibility towards the client but also towards the community and the landscape. It is up to us architects to make our clients aware of this, to explain the reasons for certain choices through a cultural pathway".

HALF PLUS ONE OF FOOTBALL



It all began on 3 April 116 years ago with five young football lovers, the sons of people who had crossed the Atlantic in search of fortune. They decided to form a soccer team. They called it as their neighborhood and added Juniors to the English fashion of Argentina of the time. When they had to decide on the colour of the jerseys to play with, they said: "Let's go to the port, let's take the colours of the first ship that arrives. Some say it was the "Drottling Sophia", others the "Oskar II", others the "Prinsessan Ingeborg", the only thing that is certain is that it was flying the Swedish flag. Since then, on the game's uniform became "Azul y Oro"(yellow-blue), and from the first championship, Boca has never stopped honoring it, becoming the most beloved team in Argentina and maybe even in the world."



Why read this article?

To find out how to become the most loved team by the fans. Because yellow and blue were the colors of Maradona's heart. And why a stadium can become La Bombonera.

➞ #Football #Sport #VamosBoca

The Boca fans are considered one of the most passionate of the world and the place where they show them love for the team is the Bombonera.

The English magazine Fourfourtwo chose it as the best stadium in the world. France Football has named it as the most passionate stadium in the world and the Observer put a Superclásico Boca Juniors vs. River Plate at La Bombonera in first place among the sporting events to see before you die.

Why La Bombonera?

The closest version to reality says that the Slovenian architect Victorio Sulic, one of those responsible for the construction project, together with engineer José Luis Delpini, received a box of chocolates as a gift and was surprised to see that the box had the same shape as the stadium project they were designing.

Half plus one

The quality of the Boca supporters is that it is not only distributed in the city that hosts the team, but homogeneous throughout the country, as well as boasting numerous supporters' clubs in numerous countries. The latest surveys indicate that about 40% of Argentinean fans support Boca, a percentage that is not equaled anywhere else in the world. In the 1950s, a poll found that more than 50% of Argentines were supporters of Boca. It was then that the definition "half plus one" that still identifies the team, was invented.

The origins

Even today, the players of Boca are nicknamed the Xeneizes, because the neighborhood of Buenos Aires where the team was born in 1905, was populated mainly by Italian immigrants from Genoa.

The founders were not all from Genoa, but their parents were Italians and, perhaps also because of origins - it was the father of one of them who had to manufacture the doors of the playing field - the team soon became a reference point for Argentine football fans. It started in the First Division in 1913, continued in 1931 to the top tournament and today is the only Argentine team never to have been relegated, thanks to the support of hundreds of thousands of members.

La Bombonera beats

The Boca fans are considered one of the most passionate of the world and the place where they show them

love for the team is the Bombonera. This is the nickname of the stadium in the neighborhood of Boca, today named after historic president Alberto Jacinto Armando. The Bombonera was inaugurated in 1940, the third tier was added in 1953 and in 1996 the latest renovation brought the capacity to over 57,000 seats. In 2020 acrylic panels between the pitch and the stands were removed, allowing views for the fans.

The shape is reminiscent of a Greek amphitheater, a sort of semicircle closed by the straight grandstand. An ideal setting for a great spectacle in which, since the 1930s, the fans have been considered the twelfth man on the pitch. Its fans' chants are among the most famous in the world and a match, perhaps against their historic rivals River Plate, with whom they play the Superclásico, is an experience when the fans start jumping rhythmically, because "La Bombonera no tiembla. Late" (La Bombonera does not tremble. It beats).



Yellow-blue Maradona

A legendary team could not fail a legendary player. Diego Armando Maradona, who at the end of the seventies, made his debut for Argentinos Juniors. He was excited to move to Boca, the team of his father's heart, when he had the chance, in 1981. That experience lasted only a year, then the call of Europe came: Barcelona, Naples and the consecration worldwide. For his farewell to the game of football, Maradona chose to play with the colours of his heart. He played the last three championships of his career with the yellow and blue jersey and bid farewell to the field during the Superclásico against River on October 25, 1997. The bond with Boca continued afterwards: In 2005 he became sporting director and vice-president, a position he held for a year full of successes. Today, a monument to Maradona is present in the museum of Boca in the inside the Bombonera. Boca is today the reigning champion of Argentina and boasts an astonishing 28 professional championships (plus 6 obtained in the time of amateurs) and 22 international trophies (only Real Madrid has more with 27 in the world). It is also the only Argentine team to have never been relegated from the division. Boca's charm is not only linked to soccer but also to many other sports. Teams with the uniform of Boca compete at national and international level in basketball, volleyball, women's football and futsal (five-a-side football), while a lot of other sports

are practiced at amateur level. It is a great story of popular passion (around 200,000 members) able to bind an animated country animated by strong and sometimes conflicting feelings. We talked about it administrative director Jorge Clemente.

A legendary team could not fail a legendary player. Diego Armando Maradona, who at the end of the seventies, made his debut for Argentinos Juniors. He was excited to move to Boca.

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Jorge Clemente

Year of birth: 1966

Profession: Administrative Director Boca Juniors

For 33 years he has worked in the sports club of Boca Juniors and for more than fifteen years has been the administrative director of the club's football section, managing aspects of the club with players, teams, medical area and the youth sector. He has had the privilege and pleasure of following as a fan, member and employee of 32 championships of the Club's championships.

Why is Boca the most popular team in Argentina and beyond?

"Ours is a special passion. We have a passionate fan base, whether we win or lose, the enthusiasm remains. Before, during and after the game, we say that the fan is for Boca what Boca is for the fan. There is a very strong bond between the team and its supporters. Boca embodies the mood of the people, that's why when Boca wins, it seems that life is a carnival or has fewer problems. And this passion has been transmitted outside Argentina as well. Boca is the strongest Argentinean brand in the world."

A memory of Maradona?

"When he played for the first time for Boca in 1981, I wasn't in the club yet. When he came back, I appreciated him not only for his football skills but also for his sensitivity. He was a very sensitive person. He felt part of the club. And of course for me he was the greatest soccer player in world history."

Who is the best player in the world today?

"I say Messi. Although I've always liked Ronaldo. But in my opinion Messi is more complete."

What do you think of European teams?

"The link between Boca and Argentine football and European teams began in 1925 with a tour that Boca did, where they played 19 games, winning

15, drawing 1 and losing 3. It played mainly against Spanish, German and French teams. From that tour, Argentine football began to be known and respected. Personally, I sympathise with Real Madrid, a club that I have visited on many occasions when I met Emilio Butragueño and Ramón Martínez and with whom I have a good relationship. Also, I admire Bayern Munich a lot for the type of administration. Over the years, I have had several opportunities, different to the realities of European clubs."

Did football also take you to visit Ticino?

"Yes, I accompanied the team for several years when I was invited to the FIFA Tournament in Bellinzona. I had the opportunity to meet Matteo Bianchi and Mattia Galli and toast with an excellent Ticino Merlot. I take the opportunity to greet the community of Bistrôt, which I hope to visit soon to taste some excellent wines. Because with Boca, it's easy to predict that the toasts will never end."



That Balilla with a parasol

The history of the automobile should certainly be taught to our children.

Paolo Luisoni is convinced of this, a lawyer and notary active in the in the Bellinzona area. To understand the twentieth century, understand transformations, social, urban and economic but also ideological lacerations; the study of the development of is an essential activity. Some of the most ingenious and creative minds have grappled with its evolution. From engines, to chassis, to bodywork, the automobile has represented a dream of mechanics and freedom. A dream that certainly demanded a high price to be realised, but which continues to live in the jewels built in the first half of the 20th century. Refined engineering solutions and unique bodywork that still are grinding out kilometres today on roads all over the world, thanks to the care and dedication of a multitude of enthusiasts and collectors. Talking about it Luisoni himself.

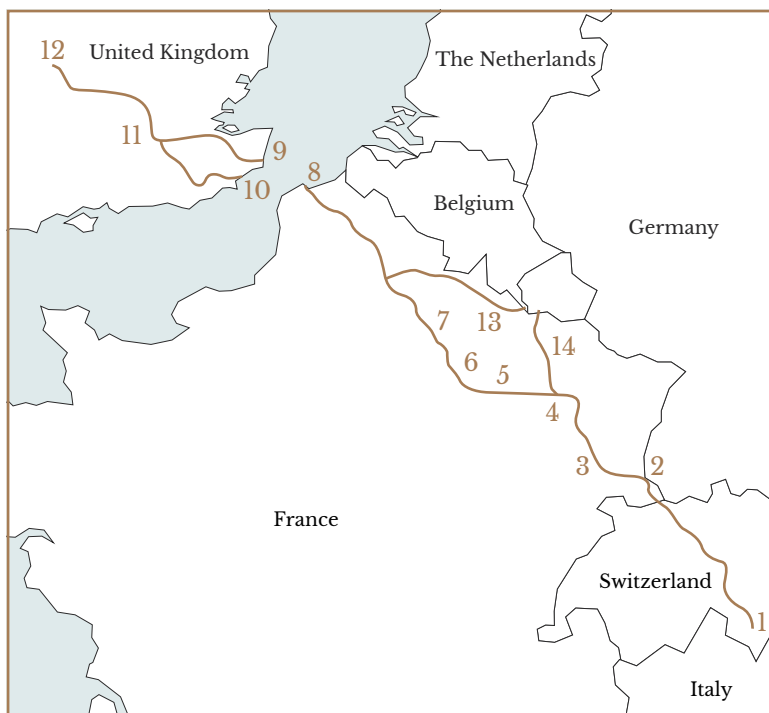
Why read this article?

To find out how to go to England in a car from 1926.

To be amazed by the story of the inventor of the retractable roof or the story of a Rolls that rode on a bomber.

➞ #cars #rollsroyce

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Tips for a trip to Prescott Hill (GB), where every year, fans of classic cars come together (vscc.co.uk). You can visit the brothers museum Schlumpf in Mulhouse (citedelautomobile.com). In L'Épine you can eat and sleep (armesdechampagne.com). Crossed the Channel, you find the museum of the Battle of Britain in Capel-le-Ferne. In Weybridge, the unmissable Brooklands museum, the oldest motor racing circuit in the world. You can sleep on site (brooklandshotelsurrey.com). Finally, stop at the market town of Burford and you can drink a beer at the pub in Stanton (themountinn.co.uk).

Outward journey

1. Bellinzona
2. Mulhouse
3. Epinal
4. Toul
5. Bar-le-duc
6. L'Épine
7. Reims
8. Calais.
9. Dover
10. Folkestone
11. Weybridge
12. Prescott Hill

Return journey

13. Sedan
14. Valle della Mosa

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“I believe that today car is the equivalent fairly accurate of the great Gothic cathedrals: I mean a creation vintage, conceived passionately by unknown artists, consumed in its image, if not in its use by people who take possession with it as a perfectly magical object.”

Roland Barthes, 1957

Lawyer, when did your passion for cars begin?

“I think it’s something innate, a passion inherited probably from my maternal grandfather. My father and my poor brother, albeit in a different way from me, were also car enthusiasts. I love them in a general way, but I have a passion for vintage cars, which is an appropriate way of putting it but a bit pompous. In fact, I have always seen and experienced them as ‘old’ cars, of course with respect for what they represent. I remember a scene when I was a child: it was the 1950s, we were coming back from the sea and on a pass of the Apennines, on a grey, rainy day. I was struck by the colourful image of three smiling young men in a Balilla torpedo, sloping on the climb, that sheltered themselves with a parasol from a powerful downpour. It was that for me that sparked the idea of the car as something ‘fun’, in the best

sense of the word and I have never abandoned this vision.”

Your first car?

“When I was 20, in 1972, I bought for little money a Mercedes 170S from 1953. I liked it because it had pre-war shapes. I fixed it up and kept it for years. I also managed to get the Ticino Classic Car Club (SMVC Sezione Ticino, nda), even though at that time in Switzerland, only those built before 1939 were considered as such. Today, however after thirty years, a car can already be classified as vintage and benefit from considerable facilitations in the circulation and insurance although with limitations on annual mileage.

Is it compulsory to be a member of a club?

“No. But clubs are important as they feed knowledge, interpersonal, technical and historical knowledge and also help in the search for the most suitable vehicle. In addition, regional clubs are affiliated to national federations and the latter to FIVA (Fédération Internationale des Véhicules) which collaborates with UNESCO. In this way, it is an attempt to protect what is certainly a cultural heritage and the freedom to move historic vehicles on our roads.

What is your collection today?

“I have four English cars from before the war. In fact, only in 1989, after having a few cars from the 50s and 60s, I was able to buy a 1936 Bentley, which I still own today. It is a sports saloon with which I made many trips to England, Germany, France and Italy. I liked it and I still like it (even if the traffic has definitely increased) to use the old car but not so much to participate in rallies, but for the pleasure of travelling. My best memories are of trips with a few cars and a few good friends, through France and England, probably the motherland of our passion and full of beautiful events. The pleasure and the challenge for me lies in the road to the point of arrival. I love the car as it was conceived an ingenious machine made for travelling”



Are they still reliable cars?

“Certainly! We need to dispel the myth of the classic car that makes black smoke, that is uncomfortable, that don’t brake... They’re mechanical gems! The old car, if restored with respect for authenticity and originality and then maintained as intended by the manufacturer, will rarely leave you on the road. Because there are no electronics, repairs can often be carried out with few bits of luck.

The maintenance of your vehicle is a very important part of important part of the passion and personal involvement in this activity is a source of great satisfaction and allows a deeper knowledge of the car and the construction techniques”.

So you’ve never had any breakdowns?

“Rarely. I always managed to get to my destination without any major problems.

Do these cars have stories?

“Yes, often. One of mine, dating back to 1926, has had 7 owners and was on display for a long time in the Museum of Science and Technology Museum in London in the 1970s, while previously it had been in America. In the 1950s, it travelled on Swiss roads as the owner at the time was a professor of English at the International School in Geneva. To get to Switzerland, the car was loaded onto an old bomber, specially converted bomber belonging to Silver City Airlines. These ferries departed from the south of England and landed at Le Touquet Plage in France. From there the professor left for Geneva. A long journey, but no one at the time was making dramas, on the contrary! The search for the history of your car is very involving and sometimes gives rise to friendly relations, even beyond our borders.”

What about spare parts?

“The passion for old-fashioned cars has seen an enormous development since the 1950s, especially in England. The sector has become increasingly professional and today



Casa La Rana, Balerna. All posing on the new car, a Fiat type 2 B, built between 1912 and 1920.

you find employment a myriad of people working in the field of restoration, maintenance, car trade and spare parts production. For popular brands (and here I am referring to Fiat, Volkswagen, Mercedes, Rolls-Royce, Bentley, MG, etc.) there are apparently no difficulty in finding spare parts. However, attention must be paid to their manufacture, always checking them.

Body parts of pre-war cars bodies were sold in the form of chassis and engine, while the engine, was prepared by the coach builder of trust. Fortunately, today there are excellent craftsmen able to reproduce mechanical and bodywork details to perfection. It is a craft that requires great intelligence and manual skills: in the last decade schools of restoration were born thanks to whose training many young people”.

Does one need a specific culture to be a collector?

“Absolutely not! It just takes passion as in all things. But I can only speak for myself. In my case, it was born before the passion for automotive history. When I was eight years old, I received my first book on the subject, which I still treasure.

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Paolo Luisoni
Year of birth: 1952
Profession: lawyer and notary

In addition to his professional activities in his professional offices in Bellinzona and Grono, Luisoni has always had passion for cars produced between the two world wars and, more in general, for automotive history, collecting thousands of volumes and documents on the subject.

Little by little, I bought many others, also learning English as an autodidact, since the most publications are in that language. Contrary to what one might imagine, these books don't just write about engines or chassis – subjects topics that also fascinate me for - but the publications cover all the facets of the car. They go from economic and social history of the advent and diffusion of the automobile, to the evolution of aerodynamics, style and design, without forgetting road and track speed records...Not to mention the personal stories of industrialists, drivers or just people who got approached the car in the course of their lives for different reasons. It's such a rich story, so deeply human and fascinating that it could be taught to young people to better understand our recent past!"

Has the automotive world been a pioneer in non-technological also in non-technological areas?

"Of course, for example marketing the thought goes to Harley Earl, who was so good at design that he was called to Detroit by the by the management of General Motors in the 1930s to create and direct the new design department called the Art and Colour Section.

With him was born the concept of obsolescence. In fact, they started a new model every year, changing, the details in such a way that production was not completely obsolete. This artifice gave rise to a customers' desire to own the latest model, but at the same time supported a substantial second-hand market. A very recent book entitled "Fins" describes the adventurous life of Earl, one of the protagonists of American socio-economic history from the 1930s to the 1960s."

Real-life episodes are always fascinating: are there any related to the world of design?

"The story of George Paulin, a dental mechanic unknown to most people and who should be remembered every time you come across a convertible car with a retractable metal roof. Why?

In the 1930s in Nice, Paulin had the opportunity observe a distinguished gentleman struggling under a downpour, trying to raise the roof of his beautiful Delage. The idea of making a retractable roof in the boot with electro-mechanical operation was born. He proposed it to Citroen, who said they were not interested as they were busy designing the later famous Traction. Peugeot bought the patent instead, a stylish masterpiece born of its time: The Eclipse. At the outbreak of World War II, Paulin was an engineer at Avions Kellner-Béchereau in Paris and also worked with the with the car manufacturer Bentley. Immediately after the German occupation of France, he became active for the British secret service against the Nazis. Unfortunately, the group was discovered by the Gestapo and all were sentenced to death. Paulin was executed on Mont Valerien in 1942: He was 40 years old."

About Switzerland and Ticino, How did the car culture develop?

"Without a doubt the car has been an instrument that has allowed greater mobility, especially in the valleys and contributed to the development of tourism. Political



Luisoni in his Sunbeam leaving Prescott Hill, GB, to return home.

Ticino between the two wars had also claimed greater intervention on the part the Confederation to create a connection to the Gotthard even in winter. Various chronicles recall that the Cadenazzo and Monte Ceneri were the scene of many important automobile races. The fascination of the movement also clashed with fear of the new means of locomotion: in Graubünden until 1923, it was forbidden for cars to pass through and some had to be towed to the border.”

Do you feel more like a car collector or of publications and printed paper material?

“I am not a car collector: the collections, like those in other sectors are established in an organic and often didactic way, beyond the personal pleasure of ownership. I have cars that I like but I can’t say that I like them more than the ones I don’t own and that I admire when there is opportunity. Willingly, on the other hand I define myself as a connoisseur, if not a collector, of books on the subject and I must admit that these readings always give me pleasure and new research stimuli for research. We bid farewell with the words written by Luisoni: “The history of the automobile has accompanied us, shaped us and influenced us. It is made up of technique, of changing shapes, of aspirations and disappointments, speed, life and death, progress and freedom. It is made of men’s stories.”



Mendrisiotto, 1920s: in good company...
we were happy to go to the grotto.

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but I can’t say that I
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and that I admire when
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