

# SUPERCHARGED

THE INDEPENDENT MAGAZINE FOR TESLA OWNERS AND ENTHUSIASTS

MARCH 2021 N°17



## CIRCUIT ZOLDER EV DRIVING EXPERIENCE 2020



A NIGHT WITH  
ELON MUSK



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A GLIMPSE AT  
WHAT'S NEW



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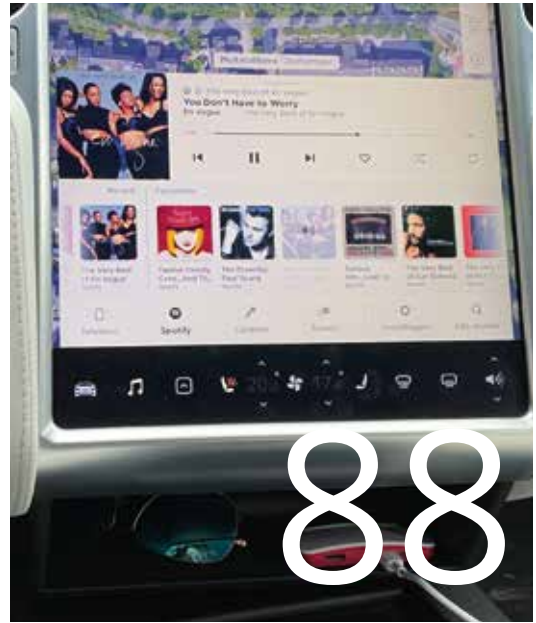
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DEAR EV ENTHUSIASTS,  
DEAR SPACE TRAVELLERS,**



In these hectic times, we are hoping that everyone is safe and taking care of each other. Things have slightly improved since our last edition. Nonetheless, we must use extra caution when going out and interacting with Peers. It has become the 'new norm'. Most events and activities have been reduced to the minimum if not canceled at all.

**We are still facing difficult times with the worldwide coronavirus pandemic.  
We can only hope for the Best and we look forward to seeing you safely 'face to face' as soon as possible.**

**STAY SAFE, BE SAFE.**

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2021 ! Hoping your holidays are S3XY !  
Time does fly and to be honest, we will not miss 2020 that much ! We wish you all a fruitful, Safe 2021. May this year resume to a more casual attitude and may we gather; enjoy our meetings and events all together. We wish you and your dear ones an energized start of 2021 ! No better way to start 2021 with a new edition of Supercharged !



**Welcome** to your seventeenth edition of SuperCharged, your independent Magazine for Tesla Owners, Reservation holders, Club Members, Shareholders and EV enthusiasts.

**Welcome** TO ALL new Owners ! The more the merrier, the 'Extended Family' is growing everyday ! We are delighted to have you onboard and we look forward to our exchanges ! Supercharged is a great way to break the ice and join the Community.

For new readers or simply wanted to read past editions ?

SuperCharged is available online, with past editions : <https://www.teslaclub.be/supercharged>

I never get tired of saying it out loud but...You know it by heart by now : "We may sound 'like a broken record', still, but Supercharged is only 'as good as the energy' we are putting in along with qualitative content. We welcome as always your topics proposals and your invitation for collaborating with the editorial team." True Team Work at its finest.

We look forward to hearing from you, contact us through our Club website.

Thank you for your ongoing support and trust.

It is with great pleasure that we can announce a richful content for this seventeenth edition. We lined up topics that are of interest and that should be under our radar, stories and information based on your input and our exchanges.

After the somewhat usual Club Events and 'News and in Nutshell', we'll take you to the Club debriefing of the Zolder Track day where many of us enjoyed that day safely in their stunning cars, either as first timers or are returning pilots. We have gathered insights from several Owners and Pilots who took part in this great day.

We strive to be providing international cover to news, interesting information and news; and this from day one. Sometimes, we are not forgetting our roots and Belgium. From time to time, it is sweet to share some landmarks or Artists with you. In this edition, we have visited the stunning outdoor exhibition celebrating the 20<sup>th</sup> Anniversary of the Jean-Michel Folon's foundation. His art is not only timeless but he remains a major key player in Belgium. 'Cherry on the pie', during these challenging times, this exhibition takes place outdoors until February 21<sup>st</sup>, where we can all enjoy a visit with our close ones, our 'bubble'. Read more in the article.

Since the beginning Tesla, it's mission and their teams have been under fire. Much gossip and fake news has been spread. Normal peers like us have investigated and can reassuringly claim that driving EV's is the most reasonable thing to do and also the most enjoyable. Nonetheless, a Mass Grand Public is still under the influence of Fake News and sadly does not take the time to read between the lines (from 'Fake Experts', figures and lobbyists...). It's a daily challenge to overcome these, Educate and EVangelize the Grand Public. Thanks to Marc & Jonas, a richful documentary has arisen, putting under the shedlight the facts, interesting Guests, to demystify the myth of EV's. The documentary is called 'A Contresens'. This is a major piece in our daily exchanges with the Grand Public. We were very pleased for them to also get the news that they won the "Best Documentary" during the International Documentary Film Festival RushDoc (5th Edition, 2020). The great intox : electric cars investigated : A contresens. Read more in this article and discover their insights.

Many of us are also 'Geeks' or 'Nerds'. After all, many of us are coming from a technical background and enjoy technology. We enjoy our great cars on a daily basis. Some like Robin go for the extra mile and get into coding. Learn about Robin's project with Raspberry PI and how he had some fun along (within reasonable access) with his Tesla.

China is a growing market and you have probably seen Tesla's Model 3 coming from China. Market is very tight with the local competition -that we don't get to see out here in the rest of the World-, pushing sometimes Tesla to adjust their pricing strategy. Extended Family is not a vain word. I was fortunate back in the days to study with Vincent who has been living in China for years now. During one of touch base we discussed EV's and other topics. He mentioned he had investigated the market as he had to buy a new car. The idea came naturally to share his insights with us in an article. Read more on the current China market with the eyes and the insights from someone local.

Tesla is quite a disruptive company. I hear you from here, 'Tell us something new' ! Sometimes it is funny to see how Tesla is put under professional conditions. We were very pleased to discover the 'Russian Arm' which is mounted on a Tesla Model S and used on movie sets ! We reached out to Nikita to tell us more about this great, unusual setup of a Tesla. Learn more in this article and prepare yourself to see quite an upgrade on a Model S !

In December 2020, Elon Musk received the Axel Springer Award in person at the Axel Springer headquarters in Berlin. With the award, the media and technology company honors the inventive spirit and innovative power with which Elon Musk has revolutionized several industries. The ceremony themed "An Evening for Elon Musk – Mission to Mars" was specifically designed for the award winner and was broadcasted live. We reached out to Frank Thelen, a serial founder and tech investor based in Germany and a former Shark (ABC-Show Shark Tank, broadcasted in Germany as "Die Höhle der Löwen"), who 'spent a night with Elon'. Found out about his insights and debrief on his encounter with Elon Musk.

And more lifestyle topics in this edition.

Thank you for your readership.

**On behalf of Tesla Owners Club of Belgium vzw/asbl,  
Martin Gillet  
Vice President Global Communications and Marketing.**

## ON BEHALF OF TESLA OWNERS CLUB BELGIUM VZW/ASBL



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# CLUB EVENTS

Club is always looking for great venues and ideas to organize cheerful events and memories. Feel free to submit ideas and locations, Community at work, the more ideas, the more creative, the merrier. Team Work !

All our events are listed under eventbrite, join us and plan ahead as places might be limited due to popular demand : <http://TeslaClub.eventbrite.com>

# NEXT EVENTS & CLUB EVENTS

All Club events can be found under <https://www.teslaclub.be/events> - Join us ! The more the merrier ! Electrifying and cheerful moments as always !

*Unfortunately, due to unforeseen circumstances with the Coronavirus, we had to take the challenging decision to cancel many Events. Safety First. Situation is still ongoing sadly in early 2021.*

*We are looking at other options for the forthcoming months and will get back to you with ideas for more events.*

*We thank you for your understanding. Stay Safe, Be Safe.*

## 2021 August Tesla Owners Club Champagne Tour

Our usual yearly Champagne Tour took place at the end of August. All safety precautions were taken and groups, 'bubbles' were created to enjoy responsibly the great offering from French finest beverage and food. Owners enjoyed the journey, the visit and the company. 2021 tour is already looking quite promising given the high demand we received. Further details will be announced through our newsletter and our social media.

## 2020 October EV Days was held at Zolder Track

In late October we had yet another Blast with our Amazing cars, with a 'day on the Track of Zolder'. From Beginner, intermediate to Advanced drivers, we had a blast meeting many of you there. Full debriefing is available in this edition with detailed insights from the participants.

All future EVent details to follow in your newsletter. Not registered yet (Free registration) Register here : <https://www.teslaclub.be/>Menu>Newsletter>

**More Events to come ! Watch this space : <https://www.teslaclub.be/en/events>**

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# NEWS IN A NUTSHELL

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Join Bolt, our Club Partner & Sponsor, Energie's local and green energy pilot project and register on <https://Tesla.BoltEnergie.be> On top of that, they give away free energy meters 100€ worth.

## Tesla Q4 2020 Vehicle Production & Deliveries

In 2020, Tesla produced and delivered half a million vehicles, in line with their most recent guidance. In addition, Model Y production in Shanghai has begun, with deliveries expected to begin shortly. Source : Tesla <https://ir.tesla.com/press-release/tesla-q4-2020-vehicle-production-deliveries>

Q4 2020			
	Production	Deliveries	Subject to operating lease accounting
Model S/X	16,097	18,920	11%
Model 3/Y	163,660	161,650	7%
<b>Total</b>	<b>179,757</b>	<b>180,570</b>	<b>8%</b>

2020		
	Production	Deliveries
Model S/X	54,805	57,039
Model 3/Y	454,932	442,511
<b>Total</b>	<b>509,737</b>	<b>499,550</b>

Picture source & credit : Tesla Inc.

## Model 3 upgrades

Model 3 has the main point of focus at Tesla currently, and has been upgraded with several features. We have gathered most of them in an article in this edition. It is very nice to see the detailed attention that Tesla is putting on its Models, for the greatest pleasure of Owners (new OTA updates with neat 'adjustments' like range) or new Owners with new features like the heat pump.

## Model S & X refresh

It has been reported since the end of last year. A heavy refresh of Model S and X is in the paperwork. Indeed with the Model S plaid version, not only the technical side of the car, the platform will be reviewed. This is most likely linked to the Fremont Factory shutdown as reported by CNBC : "Tesla will shut down production lines for its high-end, but older, electric vehicles -- the Model S sedan and Model X SUV -- for 18 days beginning on December 24<sup>th</sup>, according to an email to factory employees seen by CNBC



*The shutdown of the S and X lines suggests that the high demand does not extend to these older models. It's not clear what Tesla intends to do with its Model S and X lines during the holiday shutdown. The company did not immediately respond to a request for comment".*

We have come a long way since the Model S was designed; the much awaited Model S and X refresh has been announced by Tesla.

The New interior is upgraded with a yoke steering wheel, an all glass panoramic roof, screens for the driver (like in a Model 3) and for the rear passengers.

Chrome delete is also featured among the novelties such as climate control airwave, new rims etc. We'll come back with more details and insights in the next edition.

All pictures (c) Courtesy Tesla Inc.



## Giga Factory in Berlin

Giga Factory is still impressive as we are getting the news in. Watch this aerial footage released by Elon Musk during the winter times : <https://twitter.com/elonmusk/status/1346191214769557505>



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## Model Y upgraded interior

Thanks to Vincent, we had a first look of the 2021 MIC Model Y interior upgrades : <https://twitter.com/vincent13031925/status/1345058265076441089>

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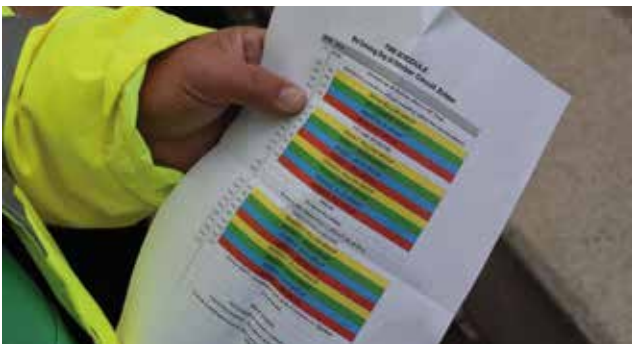


# CIRCUIT ZOLDER EV DRIVING EXPERIENCE 2020 :

## PARTICIPANT'S INSIGHTS AND DEBRIEF

Text Joanna Pays & Martin Gillet - Pictures Martin Gillet





Before the winter weather set in, EV Belgium organised - in collaboration with Tesla Owners Club Belgium - a track day for EVs on the Zolder circuit. The Circuit Zolder EV Driving Experience 2020 saw over 165 participants join the fun, with 65 Teslas. Zolder is a great track to play with. Tesla Owners are also very fortunate as a Supercharger is located just across the track, which is making the Experience even better as charging is secured nearby onsite thanks to Tesla fast charging network.

Drivers were split into four categories, from novices to advanced. Each group enjoyed four track sessions over the whole day.

Let's speak with some of the participants to find out more about their Tesla experiences.

**GWENN SCHOOVAERTS - MANAGING DIRECTOR  
TESLA OWNERS CLUB BELGIUM AND TESLA OWNER**

It's one thing to be dedicated and manage the Tesla Owners Club Belgium with Byron (President), Kelly (Events Manager), Christophe (Evangelist) and Martin (Vice-President Global Communications and Marketing), it is another thing to support Kelly in the Organization and the follow up of these Fantastic Events.

How do you then chill out once everything is set ? Well, you go on track ! We reached out to Gwenn to find out about his insights and track Debriefing.

Gwenn is the manager of a construction company, that is always trying to build as eco-friendly possible. He's also a Freelance web-designer with a great passion for technology and gadgets. He is always trying to achieve his goals but most importantly, he is living life to the fullest.



DISCLAIMER EVENT WAS ORGANIZED UNDER THE STRICT COVID RULES, AND AUTHORIZED BY THE MAYOR OF HEUSDEN-ZOLDER AND THE HEAD OF POLICE.



Zolder



In 2010 Gwenn started his “tesla owner adventure” with a Tesla Roadster, then a Model S 85 (pre facelift) then a Model S 75 (facelift) and finally a Tesla Model 3 Performance.

Gwenn has done some track days with the Tesla Roadster in the past on the circuit of Mettet and Zolder and now with his Tesla Model 3 Performance. When talking about how these different Tesla ‘compare’, Gwenn says the Roadster was old technology with not so good cooling system for the track but a lot fun to drive this lightweight car. The Tesla Model 3 Performance with track modus is ‘something else’, this is developed for the track and he’s loving it !

When dealing with Model 3 settings, Gwenn is affirmative, Tesla has a track mode today where you can control a lot of settings for your car and even can take lap times along with adjusting the amount of power on the front or the rear of the car.



Gwenn genuinely enjoyed this track day at Zolder ‘as’ *‘Tesla Model 3 sticks to the track and is very nice to drive !’*. Gwenn concludes that, besides enjoying these Club gatherings, he’s eagerly waiting to take the next Roadster Generation on track !



**DAVY VAN POUCKE – MODEL S DRIVER AND RACING ENTHUSIAST**

Davy Van Poucke and his wife Ellen are both Tesla owner-drivers and racing enthusiasts. Let’s hear from Davy...

“We live in Wallonia and we own a company called Dely that manufactures frozen waffles and exports them all over the world. Over the past few years the company has been pretty successful. Our mantra is that you can always find opportunities even in bad times.”

**MATCHING MODEL 3S**

“My wife Ellen and I have a ‘his and hers’ thing with Tesla. We both own red Model S P85D versions, with the same black alloy wheels, which we bought in 2015 and 2016 – and I also have a Twizy. Sustainable charging is taken care of, as we had solar panels installed at the company premises. I’m someone who likes thinking about what the future holds and driving electric does still feel futuristic. Above that, we need to think carefully about how we can live more sustainably and lower our environmental footprint.”



Zolder



### A CORPORATE RACING TEAM

Davy and Ellen's company has its own racing team. "We attend both karting and car events" explains Davy. "As we got more serious, team membership has expanded beyond the company, to friends as well. One of the events we participate in is the 1,700 kilometre Tesla rally from Belgium to Croatia. The challenge is that there are no superchargers, so you have to find places to plug in at hotels and such. It's a great road trip adventure and it normally takes place every year."

"We did our first Tesla track day, with the P85D, three or four years ago. To be honest, you can't really say that the Model S is suitable for track days. It is fun but you see a lot of people trying it for the first time and completely burning their brakes. That's why at the Zolder event in October we were taking it relatively slowly."

### P85D WITH LUDICROUS BATTERY UPGRADE

"I bought the P85D just before they launched the P90D and like many people who bought the P85 at that time, I felt a bit mistreated as a customer. Two years ago, however, I had a battery malfunction, so Tesla gave me a 90D ludicrous battery as a replacement."

"With the new upgraded battery, I was really keen to take it on track to see how it drives. When I have taken other cars to track, I've been used to braking very late. That's just not possible with the Tesla. With the power generation coming from the brakes into the battery, it makes the battery really overheat. There is a setting you can choose between high and low regeneration of the battery from braking friction, but it's still not enough to drive as you want on the track. By the second lap, the brakes were getting pretty bad and the oil in the brakes was starting to boil!"





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“My conclusion is that the Model S, especially the older models, really isn’t meant for track work. After one lap the battery is going to be useless. These problems will be ironed out though and it won’t stop me from going back! It’s also great fun to be at these events and catch up with the people you meet on social networks.”

“I want to go back on track with the upgraded P85D next year. My objective won’t be to do a fast time, but just to enjoy myself. It does give you the opportunity to put your foot down and a lot of the drivers there were very fast.”

### **MORE SUPERCHARGERS WILL MEAN MORE PARTICIPANTS**

“The Zolder event created a great experience for EV drivers to see the capabilities of their own cars and how they are evolving. I noticed that the Model 3s were faring better and were taking the corners very well. Now tracks like the Nürburgring are starting to get superchargers, this will open up possibilities for more participants to join these circuit days. If you fit good brakes, you can get on the track and enjoy the car.”

“I’m certainly looking forward to getting back on the track at the next opportunity, depending on what the club is able to organise in 2021.”

### **GAËL FRÈRE - PROFESSIONAL PILOT AND INSTRUCTOR**

Gaël Frère is a professional track racing instructor. From beginners to advanced drivers, he coaches pilots to show them how to get the best out of sports and racing cars on the circuit. He is also a racing driver himself, with over 42 podium position wins under his belt.



“Driving is my passion but I also love coaching and introducing people to the sport. It’s great to teach people how to better understand how their car works and feel when they are pushing it to the limits. Above all, what I appreciate in a car’s performance is its handling on corners, its acceleration and braking. For me, whether a car is electric or petrol-driven, it’s not that important for me. Both have their place and for me they are two different worlds. For the time being they will continue to co-exist, but along the road we will make the right choice for the environment.”

### **MODEL 3 ON TRACK**

Gaël also works for a company that specialises in organising events, called RevTeam. “One of my colleagues bought one of the first Model 3s in 2017 and we did a video on a circuit to show its track the performance.” You can view the videos of the Model 3 in first try out and in track mode here:

<https://www.facebook.com/504268709605906/videos/2106680609622983>

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“We have seen that the only Tesla you can do more than one or two laps of the track with is the Model 3 – and for that you do need to modify the braking system. The Model 3 is fast, but it’s not yet a race car. The standard braking system that comes with the Model 3 isn’t suitable for track work as it causes battery overheating. Otherwise, the only solution is to do no more than 15 minutes at a time and then leave the car to cool down. These cars aren’t really suited for track racing yet – but there are improvements being made and it will happen.”

### **NEW DEVELOPMENTS**

“There was a great atmosphere at the Zolder event and it’s good to see the Tesla pushed to its limits, sliding round the track like that. I believe that Tesla as a company is interested in these types of events, as it wants to reach out to people who are still divided between high performance sports cars and Tesla. That Tesla has been able to convince petrol-heads to come to these events is an achievement. When they can run the long distance on circuits at speed, that will be really be something and I’m looking forward to seeing that.”





"As I said, things are happening and advances are being made. I've been invited by a manufacturer to test some new braking systems for the Model 3, this January. It's possible that we will be developing some performance enhancements for Tesla, so watch this space by visiting <https://www.facebook.com/revteam.be>. We are hoping that one of the upcoming events will include an exclusive EV event at Spa Francorchamps."

### **THOMAS GOUVERNEUR - MODEL 3 OWNER AND TRACK ENTHUSIAST**

Let's hear from Thomas Gouverneur, Model 3 owner and track enthusiast. Thomas is based in Wallonia, near Namur.

"I am an IT contractor by profession and I've always been a kind of geek and techno addict" says Thomas. "My other passion is cars. My wife and I are both car enthusiasts and I drive a lot for work, while my wife likes sports cars. Now we have both moved to a Tesla Model 3. In addition to that, we have a Lotus Elise that we mainly use for track events."



### **MODEL 3 PERFORMANCE VERSION**

"I had wanted a Tesla for quite a few years before I finally got a Model 3 performance version in 2019. My wife has the Model 3 LR version. If you are asking me what I like about this car, I have to say quite frankly, almost everything. As my daily driving car, it's the best I have ever had. It's fast, powerful and so comfortable that I can easily drive 2,000 kilometres on a single run, without getting tired. It also has plenty of space for the whole family and all of our grocery shopping."



"When I saw the performance of the Model 3, I really wanted to take it on track, to see what it had to offer. I've already taken it on track about a dozen times now, mainly at Spa, Zolder and Mettet. Mettet is a shorter track, at 2.6km, but it really suits the car. It has a lot of corners, rather than long, high-speed straights."

### **UPGRADED BRAKING SYSTEM**

"Zolder is a longer track, at 4km. As it has longer straights you can get up to higher speeds, so it's really tough on the brakes. In fact the brakes on my wife's Tesla were killed after her first time on the track with it. As we had already experienced this, when we came back to Zolder for the track event in October, we were prepared. I had already upgraded the whole braking system on my Tesla, including customized brake pads, as well as new discs from Unplugged Performance in the US."

"On the day of the event, we got there pretty early to charge, as we had driven quite a distance to get there. There was a safety briefing and we got our car stickers and schedule papers. Obviously there was no need for noise testing. This was a dedicated EV track day and nearly all the cars were Teslas, although I did see an electric Honda, a Nissan an Audi and a couple of Porsche."

"The drivers were divided into four groups and each group got to drive two sessions in the morning with the pace car and two sessions without the pace car in the afternoon. Each session lasted about 15 minutes. As it's a track day, rather than a race, laps are not officially timed – but of course you can see your timing for yourself with the Tesla's track mode. Everyone drove really well and I didn't



see any accidents, apart from one car that ended up in a gravel track. My Tesla certainly did better with the new braking system, as after a couple of laps with me driving, my wife had motion sickness and had to get out of the car!"

### KEY TAKEAWAYS

"In terms of performance, my key takeaway is that the standard brakes for the Model 3 are not up to the job and battery overheating is an issue. Also the suspension could be a bit stiffer for the performance version. The track mode software for the performance version is a big improvement, but it's still far from being perfect."

"In all the Zolder event organised by Tesla Owners Club Belgium was a really enjoyable day, despite a few moments of rain – and of course we didn't get to meet people as much because of Covid precautions. We do hope to be able to do more track sessions this year and we are waiting to find out what is lined up, depending on what is possible."





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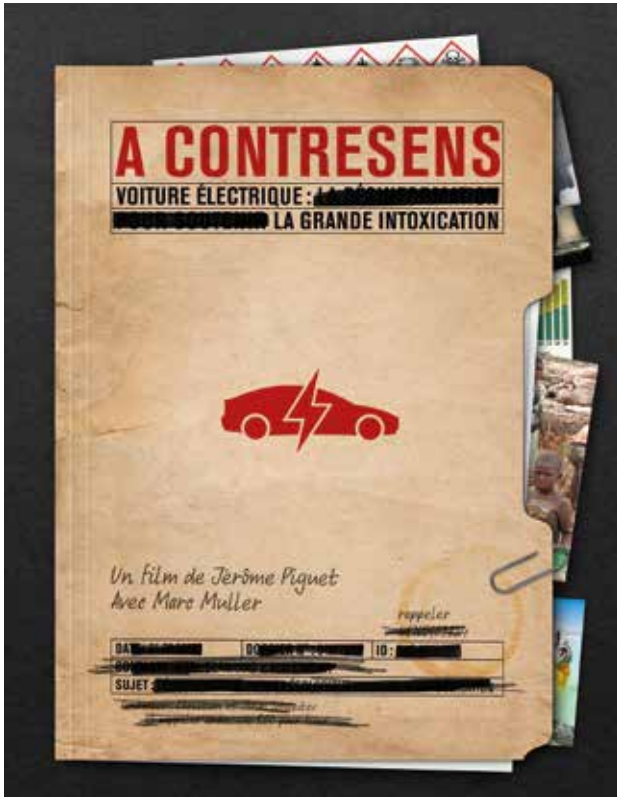
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# A CONTRESENS

## THE AWARD-WINNING DOCUMENTARY ON EV SUSTAINABILITY

Interview by Joanna Pays & Martin Gillet



Since the beginning, it has been quite a challenge to fully support the 'reVolution' and 'Evangelizing' of our Peers as way too many lobbyists and fakenews are out there. Although most of us have enough experience and background knowledge of the subject as we embraced the e-Mobility, the Grand Public is sadly gullible and very sensitive to these incorrect information, leading to quick short-cuts and conclusions. Sadly.

We were very pleased to see the 'A Contresens' initiative rising and getting broadcasted. It is one of the many sources that still need to be disclosed to the Grand Public again and again in order to successfully the counter fakenews surrounding us everyday. A much needed 'debunking' with a great line up of guests. Today the

time is set for action. We reached out to the editorial Team of 'A Contresens'. This is their story.

Nous Production's most recent documentary, A Contresens, was the fruit of a deep, independent research project to compare the real environmental impact of electric and petrol-driven vehicles. Essential viewing if you want to know the true facts!

### THE BEGINNINGS OF A FACT-FINDING MISSION

Nous Production is a TV production company based in Switzerland. The company was co-founded by TV and radio journalist Jonas Schneider and by engineer Marc Muller. Their area of expertise is in sustainable development.

In 2017, Marc and Jonas converted a vintage Volkswagen Camper Van into an electric vehicle, complete with solar panels. They were then interviewed about the project by the Swiss national TV news program, Aujourd'hui.

"We started to notice a lot of comments from people, saying EV's have a heavier impact on the environment than petrol-engine cars" says Jonas. "That's when we saw that there was a real need for deep and independent research into the facts – especially in terms of manufacturing, where there seem to be a lot of unproven myths."





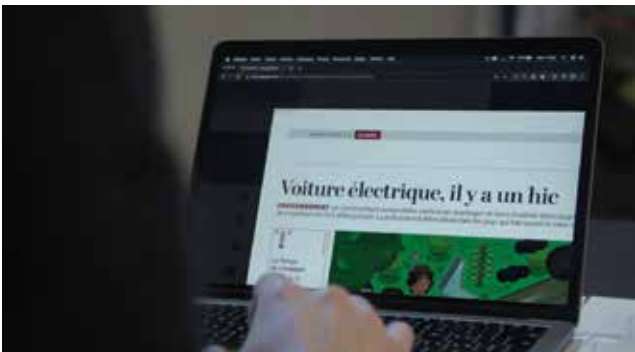
### **TWO YEARS OF INVESTIGATION IN EUROPE, LATIN AMERICA AND AFRICA**

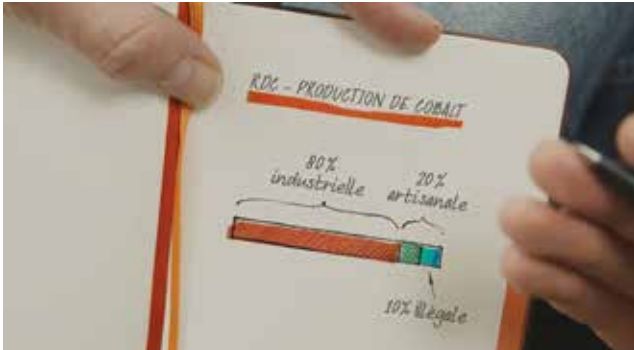
A two-year investigation followed to complete the 90 minute documentary. "First of all, we took two cars – one with electric propulsion and another with a combustion engine and completely dismantled them, down to the very smallest possible components" explains Jonas.

"Our next step was to research all of the materials used and their provenance. This research took us as far as the Congo to study where the Cobalt came from, and to Chile for the lithium extraction. We interviewed mining companies, refineries, auto manufac-

turers, thought leaders and scientists from leading universities and research centres and we visited battery manufacturers, recycling centres and extraction sites."

"One of our conclusions was that manufacturers need to be extremely careful on checking the provenance of cobalt and lithium mining – as there are children used in illegal mining operations. Some of these illegal mining activities are literally small family businesses and when the ore is sent to a legitimate ore refinery – may be even in another country - it can be a labyrinth to check the exact sources of raw materials. Solutions are already available to produce batteries in an ethical way."





### USE OF RARE EARTH ELEMENTS

“We also made in depth research into the ‘rare earth elements’, known as REEs, used in both of the vehicles we examined. REEs are a group of 17 elements that are frequently used in lasers, high-performance magnets and catalysts. They are regarded as high-pollutants in terms of mining and extraction. A popular, an often-reported myth is that EVs use more of these REEs during manufacturing, so this was an important part of our research. The surprise was that we didn’t find any REEs in the EV we dismantled, but we did find them in the petrol car, in the catalyser. However, although Tesla has several models without REEs, in more recent vehicles, they have started to use them, to improve the efficiency of magnets in the engine. This is needed to extend the autonomy range, which is always a subject of EV negativity. It’s a trade off, but clearly communication to customers needs to be improved here, to explain what compromises need to be taken to improve range. So there is good and bad from that aspect of the research.”



### UNBIASED RESEARCH

“As far as I am aware, nobody else has yet carried out such in-depth independent research to compare the environmental impact of manufacturing EV and ICE vehicles” says Jonas. “During our investigations, one of the most surprising things we found was how much

misinformation there is on EVs. We approached this subject absolutely impartially, as we wanted to find out and share the truth - good or bad. There is a lot of biased opinion published against EVs and also we wanted to find out where that is coming from. These parties can include the petroleum industry, auto manufacturers who are not up to pace with their EV development, politicians and even militant ecologists, who are campaigning against any form of individual cars. Some of these critics are also journalists, but they are not always well-informed, or well-intentioned.”



### GIVING THE PUBLIC ACCESS TO FACTUAL INFORMATION ON EVS

“Our goal for A Contresens is simply to give the general public access to factual, objective, information so that they can make their own choices. What we have proven is that if you do have a personal vehicle, an EV is a much more environmentally sustainable solution than a combustion engine car. Saying that, there are other, even more sustainable solutions, such as car-sharing, public transport, home-working and even staycations. Also, even if you have an EV, you can make it even more environmentally-friendly, by keeping your car for longer – and not having too many cars in one household.”





### KEY TAKEAWAYS

Making the A Contresens documentary was a deciding factor for Jonas to purchase his first electric vehicle. In 2019, he purchased a Model X. "I really enjoy driving it and I'll never go back to a petrol engine."

"Above all, we have proven that EVs do have a much lower impact on the environment – whatever the source of electricity being used. But that's not enough, as we must make sure that we do use electricity from sustainable sources. The biggest advice that I would like people to consider is that, 'Yes', EVs are much better for the environment – but that doesn't mean that you should clock up thousands of extra kilometres just because of that. If you drive twice as much because you have an electric car, you really are going 'A Contresens' and you are not helping the environment!"

And now, showtime ! Grab a seat and watch the documentary. Tell us your feedback through our Social Media #TeslaClubBE

### WATCH IT HERE!

A Contresens is already available on VOD platforms such as Vimeo. You can download it here at <https://vimeo.com/ondemand/acontresensap>

Nous Production is currently in discussions with broadcasters in Europe, the US and Canada to air the story. For more information about Nous Production and their other documentaries on sustainability, visit <https://nous-production.ch/>





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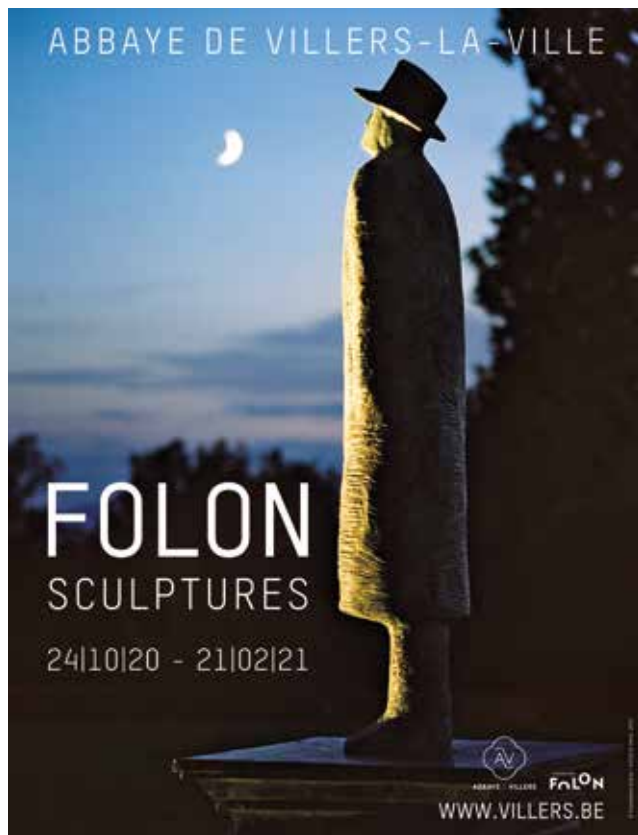
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# EXTRA MUROS FOLON SCULPTURES AT THE ABBEY OF VILLERS-LA-VILLE

## TO CELEBRATE THE 20<sup>th</sup> ANNIVERSARY OF THE FOLON FOUNDATION

Text : Martin Gillet with excerpts from Fondation Folon and Villers-la-Ville Abbey

Pictures : Martin Gillet unless otherwise stated.



We are living in a beautiful country, namely Belgium, with a myriad of Artists and landmarks. With these challenging times, we are all looking forward to positive news and opportunities to 'stretch our legs'. Well, this Anniversary couldn't come at a better time. From October 24, 2020 to February 21, 2021 at the Villers-la-Ville Abbey is taking place the 'Extra Muros Folon Sculptures at the Abbey of Villers-la-Ville'.

We reached out to the Abbey Organization in order to find out more about this Event.

*"As part of the 20th anniversary of the Folon Foundation, the Abbey of Villers-la-Ville - in partnership with the Folon Foundation - is pleased to host an exhibition of some twenty monumental and original sculptures by the Belgian artist from internationally renowned, Jean-Michel Folon. The exhibition also echoes the release of a beautiful art book dedicated to the artist's sculptures (Mercator Fund).*



### A PRESTIGIOUS ARCHITECTURAL MONUMENT : THE ABBEY OF VILLERS-LA-VILLE

The Abbey's proposal to host some twenty sculptures, among the most evocative of the artist, is part of the tradition dear to Folon of confronting his works with the beauty of a monumental historical and architectural place and see them react to the light and the seasons. The sculptures are seen here confronted with the spirituality contained in the old stones of the Cistercian site as well as the colors of autumn and winter.



The Abbaye de Villers (Villers Abbey), situated in the commune of Villers-la-Ville (Belgium) in grounds of more than 36 hectares, is a destination site imbued with history and emotion. It was founded in the 12th Century, under the aegis of Saint Bernard. Today, its majestic ruins give a marvellous idea of the life of monks of the Cistercian Order. What you can find here: 900 years of history and lots of activities to suit all ages... theme-based, guided visits, family discovery walks, activity days, open air concerts and theatre, exhibitions, walks around the Abbey and more !"



More information visit <https://villers.be/en>  
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<https://www.instagram.com/abbayedevillers/>

### THE FOLON FOUNDATION

"The Folon foundation is located in La Hulpe (at the doors of Brussels). The foundation is an extraordinary museum imagined by the Artist himself and dedicated to his work."

Perhaps you came across the foundation while taking a walk in the Solvay domain.

"The mission of the Folon Foundation is multiple. It preserves and enriches its collection which includes around 10,000 works and archival documents. The foundation strives to perpetuate the influence of both the work and the artist's commitment, through exhibitions inside and outside its walls. It pays particular attention to mediation, through a wide range of artistic activities intended for all audiences. The Folon Foundation also ensures the integrity of the artist's image by managing his rights. Finally, it perpetuates the artist's wish by welcoming visitors each year encountering mental or physical weaknesses."

### JEAN-MICHEL FOLON

Jean-Michel Folon's biography is described as follows: "Born in Brussels on Mars Ast 1934, Jean-Michel Folon spent his youth in Belgium. At the age of twenty, he began studying industrial aesthetics at La Cambre before settling in 1955, for a few years around Paris in a gardener's lodge. If French newspapers are slow to take an interest in him, the major American magazines, including Horizon, Esquire, the New Yorker, Fortune and Time, offer him impressive covers and prints. This is the start of success. Soon galleries and museums around the world will welcome him with open arms - New York, Chicago, Milan, Venice, São Paulo, Buenos Aires, Barcelona, Tokyo ... Drawings, engravings, paintings, sculptures, his art is thriving in diversity.

He illustrates major writers, including Kafka, H.G. Wells, Prévert, Vian, Borges, Bradbury ... He creates monumental murals, stained glass windows, tapestries, theater and opera sets, and sculptures. A master in the art of the message, he has designed more than 500 posters.

In 2000, he inaugurated the Folon Foundation at La Hulpe, in the Solvay regional area, which presents most of his work in a place and a symbolic landscape of his childhood. He died on October 20<sup>th</sup>, 2005, at the age of 71".



### THE EXHIBITION

It was a cold, wet wednesday in December when I visited the ruins of the Abbey of Villers-la-Ville. Despite the COVID times, it was very nice to return to this open air landmark that I had visited so many times as a child.

After a warm welcome by staff and getting our tickets, we walked towards the entrance and started to follow the milestones provided in the brochure. Each sculpture is clearly identified on the map. You can either go to them one by one in a sequential order or 'seize the day' and run into them randomly. For those of you who are keen to share nice moments on instagram, this Gorgeous Landmark and these Artwork are the perfect combination. The sculptures are set in different areas, reinforcing sometimes the spirit of the building that once was a central point of activities. The context they are put into is inviting us to question the contrast and the context, an invitation to travel somehow, trying to read Jean-Michel Folon's message through his Artwork.

During my visit, it was not unusual to see students adding a 'Folon touch' to their homework, either by taking pictures or shooting videos.

No spoiler as you should discover it all by yourself, perhaps with your Family, your 'Bubble' but here are a handful of pictures taken onsite, to give you a tasteful overview of what is awaiting you.

We can only recommend to enjoy this outside activity, to roam around the stunning landmark of the Abbey. Listen to the stones and the wind whispering. Perhaps close your eyes to picture the monks head to mass in silence or praying. Surround the Amazing Art work of Jean-Michel Folon in this unusual context.

The exhibition runs until February 21<sup>st</sup> 2021. Easy Parking. Book your visite online : <https://fondationfolon.be/visiter-parent/visiter-2/?lang=en>



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**Practical informations**

Abbaye de Villers-la-Ville  
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# De voorpret begint bij het dromen

Wachten. Het kan frustrerend zijn... Behalve wanneer u de tijd naar uw hand zet. U kunt namelijk nu alvast dromen dat u ergens ver weg uit een vliegtuig stapt. Een andere cultuur in, nieuwe ervaringen tegemoet. Genieten van een longdrink aan het strand, terwijl u naar een spectaculaire zonsondergang kijkt en een zwoele zeebries uw huid kietelt.

Wat zou het geweldig zijn als dat weer zou kunnen. Gelukkig kan dromen altijd en overal. En het mooie is: dromen kost niets! Daarom is dit de tijd om optimaal te genieten van reisdromen over droomreizen. Want één ding is zeker: binnenkort gaan ze weer in vervulling.

Om uw dromen een vliegende start te geven, hebben wij vast een aantal suggesties voor onvergetelijke, op maat gemaakte reizen door Australië en Nieuw-Zeeland op een rijtje gezet. Ga naar [www.travelessence.nl](http://www.travelessence.nl) voor de beste reisinspiratie.

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# A BRIEF TRIP TO THE ROOFTOP OF EUROPE

The Aosta Valley almost certainly conjures up images of skiing and hiking. Rightly so, because the region is a true haven for enthusiastic skiers and mountain hikers. Yet Aosta is so much more than that. From its awesome landscapes and remarkable historic sites over the impressive fortresses and castles to its charming villages, the Valley of Aosta really is breathtaking. Yet not many people are familiar with this part of Italy. That's should not be the case, so it's high time to put matters right. Once you read this travel report, we hope you will have stacks of reasons to visit the northern part of beautiful Italy ('la bella Italia')!

Text: Dominique Sergant and Katia Doutreluingne – Photographs: Aosta Tourist Board



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### **SMOOTH TRIP**

Our flight from Zaventem (Brussels) to Milan proceeds smoothly. The same goes for the mandatory corona test at the airport for travellers from 'red code' countries who are not in possession of a negative corona test certificate no more than two days old. After a delay of barely twenty minutes, we are standing outside in the bright sunshine and waiting for our shuttle bus. Those who prefer not to rely on a shuttle service or rental car can go by bus from Milan Malpensa airport to Aosta (just under 200km). For barely €14.98 you can travel to your final destination in about four hours. Those with all the time in the world can take the train. That takes about four and a half hours due to various changes of train and costs between €20 and €30 (first class).

### **A TOUCH OF HISTORY**

The Valley of Aosta is the smallest region of Italy. It lies in the north-west, sandwiched between the highest mountains in Europe, namely the Mont Blanc, Monte Rosa, Gran Paradiso, and the Grand Saint-Bernard. This confined location has helped Aosta to preserve its authentic culture, traditions, ancient festivals, and regional architecture. That's some achievement when you consider that the region has come under several influences from outside.



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In ancient times, a megalithic population inhabited the region, which was taken over by the Salassi, a Celtoligurian tribe. They were vanquished by Emperor Augustus and his mounted legions in 25 BC. After centuries of imperial rule and Christianisation, Aosta successfully withstood the many invasions thanks to the Alps and its ramparts. The empire of Charles the Great oversaw the construction of the Via Francigena, the road from Rome to Aachen. The years after 888 saw the emergence of the Italian empire of Arduin of Ivrea and Berengar. In the 11th century, the region fell prey to the House of Savoy (the dukes of Savoy, later also Kings of Sardinia). Since 1861, the region has been part of Italy and in 1944 it became an autonomous region.

For centuries the Aosta Valley was a transit route for people from both the north and the south. One of those transit routes, the Via Francigena, is now a tourist travel route with lots of sights along the way. The mix of authentic elements and what visitors have introduced from other countries and regions is the key to the rich culture of the Aosta Valley.

### ITALIAN, YET FRENCH

In the Aosta Valley you notice at once that the culture is a mix of French and Italian. The region wasn't annexed by Italy until 1861, and before that it was French. Actually, the people always wanted to belong to France, so they were given an autonomous constitution in 1944 to appease them. Since then, the Aosta Valley has been regarded as an independent region within Italy with its own laws and certain benefits. Apart from Italian, French is also an official language and is used mainly for public affairs. And so, a lot of villages (such as Courmayeur and La Thuile) have French-sounding names and the street name signs display both official languages. Anyone who visits Aosta for the first time might well think they were in the French Alps. The Italian side of the mountains is inextricably linked to the French part. Indeed, passengers are transported by cable car from La Palud all over the mountains to Chamonix in France. This gives them a breathtaking view.

### HOSPITALITY IS KING

The friendly worker from the Tourist Board delivers us safely to our lodgings for the next four nights. Hotel Bijou in Saint-Vincent is an extremely charming three-star little hotel with a splendid view of the surrounding mountains. The hotel is located in a quiet spot on the square of a pedestrian precinct in the historic centre of Saint-



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Vincent. The accommodation has 31 basically designed, but very clean and comfortable rooms spread over six floors, a restaurant, and a bar with a lounge. Although the bar is closed because of covid 19 and the restaurant is subject to the necessary restrictions, the exceptionally friendly staff do their utmost to ensure that life proceeds as normal. What could be more delightful than to be welcomed with open arms on arrival and to relax briefly with a tasty hors d'oeuvre ('antipasti') and a local wine served up? At the same time, we enjoy the splendid view and get a whiff of the healthy mountain air.

We can also sing the praises of the hotel in the city of Aosta where we spent the last night. Hotel Omama has four stars, but certainly doesn't compromise on comfort. The furniture and bathrooms are of high quality and the staff are considerate. The buffet breakfast is varied and attractively presented, but the staff serve the food due to the corona restrictions. Another plus point is the location near the capital in Aosta, with its many quality restaurants, bars, and fancy stores. That's also near the main historic attractions.

### THE RED GOLD OF ITALY

After satisfying our hunger, it's time for our first 'official' visit. The shuttle takes us to Chambave and the saffron nursery 'Safran de Cly'. We receive a warm welcome there from the owner, Stefano Carletto, who talks non-stop about growing and harvesting the valuable flowers.

Saffron was grown as early as in the ancient world Crete in Greece and it was not only an important Spice, but was also used as an orange-yellow colouring agent. From here, the spice spread to Egypt and Persia, and Alexander the Great and his troops took it to Asia. The name saffron is derived from the Arabic word for yellow. The Moors brought saffron cultivation to Southern Europe and later also to France and Southern Italy. The flowers are harvested around the second half of October, even before they open and the sun rises. With an average price of €30,000 per kilogramme, saffron is the most expensive spice in the world, and there's a good reason for that. The flowers have to be picked and processed manually and, since this has to be done very quickly, the whole village helps. Experienced pickers pick about 1200 to 2400 flowers per hour and remove saffron threads from about 500 to 700 flowers per hour.



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About 150,000 flowers are necessary for a kilogramme of dried saffron. After the harvesting, the styles and stigmas are dried in drying cabinets with a transit warm air stream or, as in times past, in the sun. The red threads are dried for 80%. Once the spice is dry, it has to be well sealed and it is stored in a dark place. After one month, the saffron is ready for use.

We conclude the visit with a piece of dough bread, a slice of goat's cheese, and a lick of saffron honey. Moreover, when we're given another jar with some threads of the costly red gold, we feel like royalty.

### **I CAME, I SAW, I CONQUERED, AND THEN THERE'S THE WINE ('VENI, VIDI, VICI, VINO...')**

The Aosta Valley doesn't really have a reputation for wine, but that's unjust. In fact, there's plenty for wine enthusiasts to discover here, including a good number of blue grape varieties which you won't find anywhere else in Italy. The range varies from gossamer white to fruity red wines. And so, we can't and won't miss a visit to a regional wine grower. Although the Aosta Valley is rather small as a region, it enjoys a highly lavish range of grapes. The nature of the



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planted grape varieties is determined partly by their location in the valley: the higher you go (towards the Mont Blanc), the cooler it gets and that helps the white grape varieties to flourish; the lower you go in the valley (towards Piemonte), the warmer it gets, making it easier to cultivate varieties which ripen late.

During the 19th century, the region reached its wine peak. Grapevines were planted on each piece of land exposed to sufficient sunlight and steep mountainsides were re-laid in the shape of terraces. At one time, the total surface area for wine growing was over 3,000 hectares. From 1900 onwards, and especially after World War II, wine growing in the Aosta Valley fell into decline. The strong local emergence of industrialism, which was much more lucrative, led to a shortage of farming labourers. The total surface area for wine growing diminished to around 500 hectares, and that is still the current state of affairs today.

Agriturismo La Vrille is situated in the centre of the Valdostan vineyards and offers a splendid view of Mount Avic and Mount Emilius. It also enjoys excellent exposure to the sun throughout the year. The Vrille is a four-hectare domain, half of which is a vineyard, with



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chickens, ducks, guinea fowls, sheep, geese, rabbits, a vegetable garden, two greenhouses, and orchards. The farm follows a biodynamic philosophy without the use of pesticides and using organic compounds for fertilisation.

La Vrille numbers six rooms which have been renovated using ecological materials. Hervé's passion for the vineyard and Luciana's love of cuisine are the basic ingredients of the warm and generous hospitality which prevails. Here you can savour typical dishes from the Aosta Valley tradition, revised by Luciana's creativity and accompanied by Hervé's wines. The red Cornalin, Chambave, Gamay, and Fumin wines, the fruity white Chambave Muscat wine, and the incomparable Chambave Muscat Fletri raisins. We personally were impressed mainly by the Fumin and the Chambave Muscat. The small cellar can be visited on request and Hervé will be happy ('sarà felice') to reveal the secrets of his work and let you taste his wines.

### **MARCHÉ AU FORT: ANNUAL GASTRONOMIC MARKET WITH REGIONAL PRODUCTS**

This is our day! The picturesque little village of Bard with its impressive fortress is hosting the annual gastronomic market of regional products. This festival attracts people from far and wide. It is a fine prelude to our culinary discovery tour because at each stand we can savour the native specialities which local producers tout enthusiastically. Moreover, despite the corona restrictions, we can enjoy an anthology of local products on offer in the region.

At the Marché au Fort, in the company of our charming guide Felicity, we savour the dried ham, various sorts of sausages, the well known Lard d'Arnad bacon, Fontina cheese, nut oils, chestnut

honey, local wines, liqueurs, and black rye bread. There are momentarily 31 traditional products with some recipes dating back to the 15th century.

The culinary pride of the Aosta Valley is their semi-soft Fontina cheese, which is prepared using fresh milk from the local cows. The best cheese is that which is made from summer milk. The summer is when the cows graze on the unspoiled pastures at heights of 2,500 metres. Fontina has a permanent place in the local cuisine, amongst other things in Valpelenentse soup, a traditional soup with this cheese, stale bread, and green cabbage as its main ingredients.

Similarly, the Arnad bacon, the classic appetiser with bread and honey, arose from ancient traditions. The bacon comes from a special breed of pig. The beasts have to weigh about 200kg and be older than eleven months in order to be slaughtered. The bacon is stored for three months in chestnut wood barrels in brine with garlic. You get the specific flavour by adding herbs such as rosemary, laurel, and sage to the preparation.

Then, there's the delicious honey with all colours and scents. We're particularly fond of the 'stall' of La Maison des Abeilles by Christian Colliard, where an enthusiastic young couple urges us to taste their delicious varieties. They also give us a jar of Miele Millefiori at once!

### **FORT OF BARD ('FORTE DI BARD')**

Our next stop, the majestic Fort of Bard, towers above the local market. This is an absolute must. The fort is actually a tiny hamlet with a surface area of barely three square kilometres. The name Bard is derived from the Celtic word 'bar', which means rock. That's



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not entirely coincidental since the fortress is built up against the rocks. The impressive fort was rebuilt on remains from the Middle Ages in 1838, 30 years after Napoleon and his troops had devastated the whole structure. The new fortress is a masterpiece of military architecture; it comprises barracks, covered trenches, and impressive ramparts. At the end of the 19th century, it fell into disrepair and was used only as a penal colony and later as an ammunition storage site. From the motorway you can see the fort in the distance. Built against the rocks, it looks impressive. You can hike to the top, but it's just as spectacular to ascend right to the top in the ingenious and rapid glass lift. Here you can enjoy the beautiful view of the valley and then descent after descent. Allow at least half a day for a visit to the fort, but you certainly won't get bored if you make a full day of it. Visit the permanent and temporary exhibitions about the origins and history of the fort and be sure to call in at the Museum of the Alps.

### **AOSTA GUARANTEES SNOW AND HIKES.**

It's a fact that the Aosta Valley is the best guarantee of snow in the Alpine countries, so it's a paradise for skiers and snowboarders. Yet for hikers, too, the region is a real Eldorado. The green mountain landscape is dotted with beautiful lakes against a decor of some of the most well known peaks in the Alps. On the border of the Aosta

Valley and Piemonte lies the Gran Paradiso (4,061 metres high), surrounded by the national park with the same name. Monte Rosa (4,634m), which means 'glacier mountain' when translated literally, is a mountain on the border of Switzerland and Italy. The northern flank lies in the Swiss region of Wallis, whilst the southern and eastern slopes lie in Aosta Valley and Piemonte. The Monte Rosa mountain range is the second highest mountain in the Alps after the Mont Blanc. Then, of course, there's the Mont Blanc, which you can 'climb' with no trouble at all using the most modern cable car in Europe, the Skyway Monte Bianco. However, if you really want to discover the region, you put on your walking boots. Aosta Valley is not as busy as the Dolomites, so you can easily hike from hut to hut along the most beautiful sites in the mountains. At the start of the various hiking routes, the degree of difficulty is indicated in each case, ranging from 'tourist' to 'alpine'. It goes without saying that less well trained holidaymakers should stick mainly to the tourist hiking routes.

### **ON TO THE GOATS**

Goat's cheese – you either love it or you hate it. We love it, so we were only too pleased to visit Matamel 'goat's cheese farm and witness the production process from A to Z. This process takes place in specially hygienic conditions. Nothing is left to chance.



© Daniele Ciardi

Pasteurisation, sour milk, coagulant, curds, it all puts our heads in a spin by the end of the tour. We're even allowed to have a peep in the 'goat's cheese cellar' and enjoy the paradise of mild, mature, and ancient cheese. We're most certainly impressed. As a finale we can savour a board full of goat cheese variants, all of them equally delicious. Moreover, when we're allowed to 'help' put the goats in the stall and feed them, that really makes our day!

### LIFE IS LIKE A BOX OF CHOCOLATES

We finish our day with a visit to the local 'confectioner/pastry chef' directly opposite our hotel in Saint-Vincent. People always say that the Belgians are the undisputed masters when it comes to making chocolates and accessories. However, honesty forces us to admit that the culinary chocolate gems which we are allowed to savour there are absolutely top class. Chocolate in all its shapes, colours, and tastes; with truffle filling, fruit, liqueur, you name it. The owners of Pasticceria Morandin, a zealous married couple show us their store full of pride and the place where the production process takes place in all its glory. Tarts, cakes, buns, chocolate 'peas' ... We get the ultimate taste of Christmas!



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### THE CITY OF AOSTA

Obviously, this press trip to the Aosta Valley simply has to include a visit to the valley's capital city. Our guide takes us for a final walk through the city with its shopping centre, medieval buildings, and Roman remains. Aosta is a splendid and cosy little city, one of several in this valley. The city of Aosta ('Aoste' in French) is also sometimes called the 'Rome of the Alps'. It owes its nickname to its strategic location in the Alps and the wealth of history dating back to Roman times. The influences thereof can still be seen even today.

Aosta has witnessed two major epochs of history, namely the times of the Romans and the Middle Ages. The Romans captured Aosta from the Gauls and named the city after the emperor of the realm, namely Augustus: Augusta Praetoria Salassorum. They erected a large triumphal arch for Augustus, an amphitheatre, and, amongst other things, a bridge. Aosta was a favourable location for the Romans. The fact was that from here they could easily make their way through the wide passages of the Alps towards the north. This ensured that Aosta became a wealthy Roman city.

After the fall of the Western Roman Empire, Aosta fell upon harder times, but obviously its favourable location did not change. From the 10th century onwards, when trade flourished, the city regained its importance. It was also given a religious role due to the fact that St Anselm was born there and the Via Francigena was directed through the city. The city belonged at that time (since 1027) to the region of Savoy. This region was initially well known as a county, but, led by the House of Savoy, it was later involved within the duchy in the unification of Italy in 1861.

Actually, very little has changed in all those years. Tourists still often see the city of Aosta as the ideal base to explore the surrounding mountains. Yet it's definitely worth spending a day in the city itself. You can visit, for example, the Roman Ruins, the Cathedral, or the Church of Saint Ours.

Whenever you walk through the city, you will see that Aosta lives up to its nickname the 'Rome of the Alps'. The fact is that you will find various ruins from Roman times spread over the city. In the east of Aosta city centre you will find the Arch of Augustus. The arch dates



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Kris Baele beheerst als een van de weinige juweelontwerpers zowel de goudsmeedkunst als de verlorenwastechniek. Daarom kan hij perfect inspelen op de vraag van elke klant.

## VAN OUD NAAR NIEUW

Wilt u eer doen aan het verleden, maar toch mee zijn met de toekomst? Kom dan zeker eens langs om de mogelijkheden te bespreken voor nieuwe creaties van bestaand materiaal!





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from the beginning of the years AD, but it has been surrounded by a junction since the 18th century and has a special canopy.

When you walk towards the Via Porta Pretoria, you automatically come to the Teatro Romano (Roman Theatre). This theatre is fairly unique because it was one of the few Roman theatres with covered accommodation. Nowadays, amongst other things, you can still admire the southern wall and the stage!

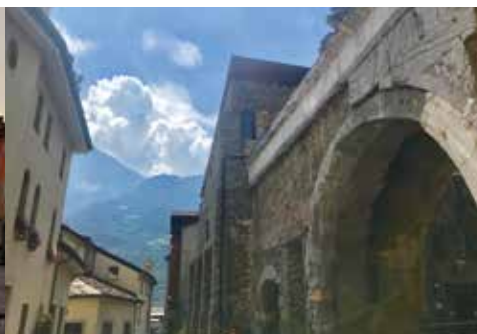
On the other side of the centre (but it's not really very big), you will see Aosta Cathedral. A large part of the facade is brilliant white, but around the door frames you can already see that this cathedral

is quite old. In the 12th century, the order was given to build this cathedral in honour of John the Baptist. Next to the cathedral you find another museum with a large collection of relics and tombs.

Between the Arch of Augustus and the Roman theatre you will find the Church of Saint Ours (full name in Italian: 'Collegiata dei Santi Pietro e Orso'). You really must visit this splendid medieval church complex whenever you visit Aosta. In the church you will find some beautiful frescoes and the tomb of the town's patron saint: Saint Ours ('Orso').



© Daniele Ciardi



© Teun Kees lifestyle



© Daniele Ciardi





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### **A NATURAL WAY OF IMPROVING YOUR HEALTH**

Sadly, it's now our last day here. We've had a wonderful time, but it's been exhausting, with lots of impressions, historical sites, challenging hikes, and informative visits. And so, now it's time to relax briefly. Where better to do that than the health spa of Saint-Vincent? This is a mini-paradise with the necessary bubble baths, saunas, hammams, and hot and cold baths. Yet there are also 'individual' treatments, ranging from all sorts of facial and body treatments, hair removal techniques, and anti-ageing treatments to the most sophisticated massages. Anyone who cannot leave here fully relaxed is beyond hope.

And so, our days in Aosta are numbered, as are the number of pages in this magazine. It's a pity because there's so much more to visit and do in this beautiful region. We suggest that you come and see it for yourself.

Anyone wanting to have another look at all the tourist attractions and general information at their own pace can visit the web site of the Aosta Tourist Board: [ww.lovevda.it](http://ww.lovevda.it).

## AOSTA – CULINARY DELIGHTS

Aosta means Italy. And Italy means culinary delights. We've certainly noticed that during our stay. Here's a summary list to make your mouth water.

### Maison Rosset - Nus

In this typical 'farm' restaurant they serve only home-grown products from their own farm. Even the drinks which they serve, including the wine, come from the estate adjoining this restaurant. Actually, it doesn't feel like a restaurant. You're treated like a guest at home. Everyone is expected by 8.00 p.m. and the same menu is served. And so, that means an adjustment for those who are used to eating 'à la carte', but for those open to new culinary experiences, this is the place to be. The business is invariably fully booked, mainly with local visitors.

### Lunch at the Fortress coffee shop - Cafeteria di Gola - Bard

After our visit to the market and the many local delicacies which we could savour, we opt for a soup instead of a full lunch. Yet the hearty soup proves to be worth a full meal. Smaller snacks are also available in the coffee shop.

### La Cave des Amis - Châtillon

La Cave des Amis is a popular restaurant with a choice of not only a delicious pizza, but also a whole series of pure Italian dishes, including to take away. We opt for the typical Valdostan 'Bagna Cauda', a sort of foudue of garlic and anchovy, into which raw or cooked vegetables are dipped. La Cave des Amis is an establishment with no fuss and bother, but a place where we've enjoyed such a delicious meal. Worth savouring with friends.



© Teun Kees lifestyle



© Teun Kees lifestyle

### Da Mario - Saint-Vincent

For those who have had enough of all the cold meat and typical local meats for a while, there is the specialist fish and seafood restaurant, which offers both full course menus and à la carte dishes. The chef had designed a menu for us with a healthy mix of fish and seafood.

### Wine Note - Nus

This is a charming restaurant, which includes a private room, where we find a quiet spot with our guide. After our challenging walk in the morning, we're ready for a three-course meal. Antipasti and a caponata, a somewhat more solid main dish and a sweet dessert, because the Italians are the masters at that as well. Apart from the restaurant, there's also a open-air bar in the other parts of the historic building. Really cosy for an aperitif and/or something to eat.

### Vinosteria Borracho - Saint-Vincent

'Borracho' is the Spanish word for 'drunk'. It's the perfect name for this super cosy wine bar/restaurant. Highly recommended! Guests are nicely concealed in a cellar area. There's an exquisite selection of splendid wines on the menu, but the food is excellent as well. The tagliata alla fiorentina is an absolute highlight on our culinary trip. In this setting and with tasty ingredients you're guaranteed to stay longer than planned.

### Lunch in the Saint-Vincent Spa

After a relaxing and healthy spa, it's time for a light and healthy lunch in the lounge so that we are refreshed and ready to continue on our journey.

### Sur la Place Aosta

The friendly owner of this small but cosy restaurant welcomes us warmly. The menu is highly extensive with both sushi and typical Valdostan dishes. As part of our discovery journey of Aosta cuisine, we are served with a typical Valdostan soup.



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Zeedijk 3, De Panne | [www.leroulis.be](http://www.leroulis.be)



Ontdek al onze projecten aan de Belgische Kust: [www.realhouses.be](http://www.realhouses.be)

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# HOW TO UPGRADE YOUR TESLA WITH A RASPBERRY PI

## INSIGHTS FROM ROBIN VAN HET HOF

Robin Van Het Hof is a freelance SAP designer, UI5 Expert, Mentor and integrator who lives near The Hague. Since becoming a Tesla driver in 2017, he has been using his creative engineering skills to design Tesla upgrades on Raspberry Pi in his spare time. Twitter Call sign : @qualiture

Text Joanna Pays & Martin Gillet – Pictures Robin Van Het Hof





Robin's full time work entails lending his expertise in software and the SAP ecosystem to the likes of banks, finance and oil & gas companies. Part of his skill is making enterprise software more accessible and easier to use. "I look at the problems and tasks that the software needs to perform for each client and how to make it interoperable with their other systems" says Robin. "As I had a strong interest in electronics and consumer systems, I studied industrial automation. Back then, in the 1990s, the internet was booming and I began my career as a web developer. When the internet bubble imploded, I switched to SAP, electronics and computer networks."

### A GREAT CHOICE - MY CONVERSION TO TESLA

"I first became interested in EVs because of the enthusiasm of Martin Gillet, who was one of the first to buy a Tesla in the Benelux. At first I thought they were too expensive, but then someone else said to me "Do the maths over four or five years for total cost of ownership and see if a petrol car is really cheaper". What I found was, although the initial outlay is more expensive, when you calculate all the running costs of maintenance, fuel and road tax over five years, an EV actually turns out a lot cheaper. My wife also encouraged me to move to Tesla and we have never looked back. In September 2017 we bought a Model S 90D. A bonus was that as it was one of the last 90Ds Tesla built, they gave me a nice price reduction!"

"Driving the Tesla is fantastic – I am happy to drive for hours and in fact it's the most wonderful car I have ever driven. I'm very happy with the range, the economics and charging. Our next car will almost certainly be another Tesla. I can't see anything else that could replace it and I'll probably keep this one for another four years. My family love it too. For my wife, we have bought a hybrid car as a transition to full electric. Her father also drives a hybrid and my brother-in-law is fully EV."

### MCU2 UPDATE

Robin's Model S came with the first generation of MCU software for navigation, Sentry Mode and media. "I soon had that upgraded to MCU version 2, so I can still have Sentry Mode once I have parked and walked away from the car. The MCU2 has 8 cameras. With the updated Sentry Mode, when someone approaches the car, it starts filming and recording. This can be stored on an SD card and so you can retrieve footage if there are any incidents while you are away from the car."

"That's when I decided to see if more was possible, using a Raspberry Pi" says Robin. "I wanted to be able to view footage directly, without needing to take out the memory card or USB stick and plug it into a laptop. In other words I wanted to view footage directly in the car – or from a distance using my mobile phone. I was able to do this using an open source contribution I found on GitHub. This also contains a functionality where notifications are sent directly to my mobile phone when footage is archived. This happens even when the car is in sleep mode because I have the Raspberry running on a powerbank - something which is not possible with a USB stick. Previously you would only have got those

notifications if the car was not in sleep mode, so that was a drain on the battery. Tesla is constantly updating its software, so they have now also solved these problems themselves. That is one of the great things about Tesla. My car is now smarter than when I first bought it. Nevertheless the Raspberry Pi project was fun to do – and it works really well. I have my car parked outside, in front of the garage and I can connect to the Raspberry Pi in the car via my mobile, wherever I am. Another thing that's useful is that when the Sentry Mode is triggered, the headlights flash – which discourages birds and cats from walking on my car!"

### RASPBERRY PI

For those who are not familiar, the Raspberry Pi was created to make the smallest and cheapest computer possible in order to make computing available to everyone, particularly in education. Developers and geeks use them to develop all kinds of applications imaginable – connecting non-connectable devices, domotics, hosting websites, time lapse photography – the list is endless. "People like me use Raspberry Pi's for all kinds of stuff" says Robin. "In a nutshell it's a cheap computer, with an integrated transmitter, that you can get for around 15 euros."



One of the things I use them for is as a home meter, so I can measure my energy use. As it's based on open source, there is a large community of developers who have built tons of applications on top of it that you can use. It's also great to get kids starting on computing and that is why it was developed in the first place."

### ROBIN'S NEXT PROJECT

Robin is always working on new development projects. "For my next Tesla Raspberry Pi project, I'm thinking of ways to gather more telemetry from the car" says Robin. "That will give me a lot more data on things such as battery use in different kinds of conditions. For example I'll be able to see how the outside temperature affects the battery use."





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This project is still in the very early stages of development and I'm still working on the software scaffolding. When I have got this to a certain state, I like the idea of collaborating with people on projects and my intention is for this to be open source."

### **TRY IT FOR YOURSELF IF YOU ARE IN A GEEK MOOD ! (AT YOUR OWN CONVENIENCE AND RISK)**

If you want to develop your own Raspberry Pi updates for your Tesla, you first need to download a copy of the operating system with the TeslaUSB software from GitHub and transfer it onto an SD card. You can then put the card in your laptop to make your own modifications in a configuration file. To be able to connect with your phone to the Raspberry for instance, you will need to create your own Wi-Fi name and password for the Raspberry Pi network. Then take out the SD card and put it in the Raspberry. It will take about 5 minutes to install the software on the Raspberry. You can then plug it into the USB port in your Tesla. When it starts blinking, it's ready to use.

#### **Getting started**

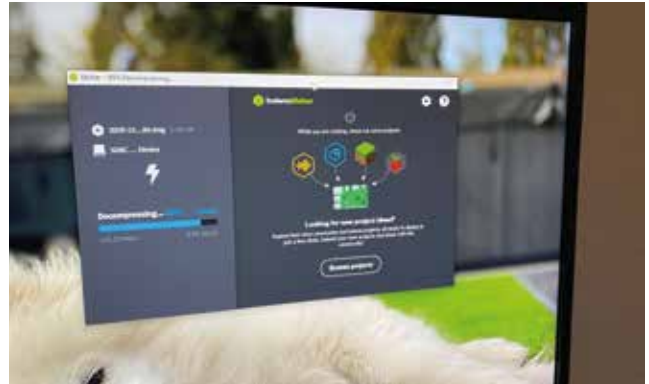
You could use one of these two Raspberries:

- Raspberry Pi Zero W (Cost : approximately EUR 15)
- Raspberry Pi 4 (Cost : approximately EUR 35)

(The benefit of the Raspberry Pi Zero W is it's cheaper, smaller, and doesn't need cooling, which the Pi 4 does need).

#### **High-level Installation:**

**Step 1 :** Download latest image from github and install using Etcher (free program) onto SD via card reader



**Step 2 :** Modify config file to boot directory, containing your home WiFi SSID and password

- Additionally, enable the Raspberry to act as a WiFi access point so you can access it with your phone from home or while on the road -- when not driving of course :-)
- Optionally enable IFTTT notifications to notify user when copying of footage is done (so NOT when Sentry is triggered, as I originally thought)
- Optionally enable saving to local NAS or cloud storage (Google Drive, DropBox, Microsoft OneNote)

**Step 3 :** Put SD in Raspberry and boot it up. Will take approx 5-15 minutes to boot up until LED starts pulsating steadily



**Step 4 :** Connect to Raspberry via SSH terminal and check if installation was successful

## Upgrade



### Final thoughts

Until recently (April 2020, see <https://electrek.co/2020/04/03/tesla-update-teslacam-sentry-mode-video-viewer/>) it wasn't possible to view the Sentry / Dashcam footage from within the car. Since then, the Tesla in-car software has caught up and you are now able to access the sentry footage from within the car's main screen. This basically defeated the whole purpose of the Raspberry Pi with the TeslaUSB software running.

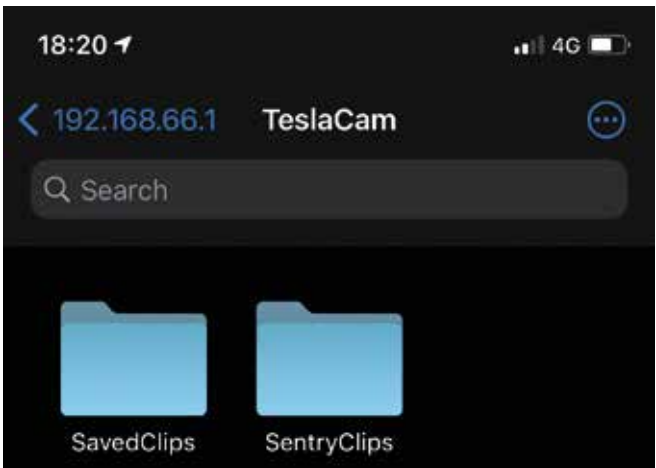
However, since it does work flawlessly in what it's supposed to do in the first place – storing sentry footage as well as dashcam footage – I'll just keep it running for now.

If needed, connecting to the saved footage from your phone as opposed from the in-car viewer is fairly simple:

1. Connect to the 'TESLAUSB WIFI' from your phone
2. On iOS, there's a standard app 'Files' which allows you to connect to the default IP address of the Raspberry Pi file server (server address: smb://192.168.66.1). I expect Android phones to have a similar app available
3. You can now browse your videos



**Step 5 :** Plug Raspberry into a free USB port in your Tesla, and off you go



### Useful links:

"TeslaUSB" GitHub repository containing all necessary files and in-depth instructions:

<https://github.com/marcone/teslausb>

Really helpful video tutorial to see what is actually going on:

<https://www.youtube.com/watch?v=FWjv3X9ex0Y>

Background on Raspberry

<https://www.raspberrypi.org/about/>

# GLIMPSE AT CHINESE EV'S OFFER WITH VINCENT RONDIA : INSIGHTS & IMPRESSIONS

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Electric vehicles are more than a trend. They have been rising for years. A huge market, namely China, has our full attention as many Models are emerging and quickly winning new Owners 'hearts and minds' due to all the key benefits they provide. During my studies, I was fortunate to meet great People and make the acquaintance of Vincent Rondia. We have been through quite a lot during our studies. We shared the same passion for travelling and getting to know the World. Vincent has been living in China for quite a few years now. During one of our touch based, we discussed the rise of Electric cars as Vincent also knows how deep we are involved with the 'rEvolution' and 'EVangelizing' our peers, while also supporting the Tesla Owners Club.

Perfect timing in one of our last exchanges, Vincent was looking for his new car and did a market research before testing quite a few. Vincent also highlighted the Reuters press release issue on January 10<sup>th</sup> 2021 : "Exclusive tesla hunt for design chief to create cars for china". (Source <https://tinyurl.com/210110Reuters>). The outcome of our chat made clear that it would be a fruitful idea to share his insights and impressions.

Great having you onboard Vincent. So the floor is yours, can you start perhaps by introducing yourself?

Introduction by Martin Gillet - Main Text by Vincent Rondia - Photos by respective owners.



© 501st - The launch of the Taycan in Shanghai with the local 501st<sup>st</sup> - as Porsche also designed a ship that will appear in new Star Wars movies.

Originally a graphic designer, I traded my 10 years as head of a private design college in Beijing for that of an entrepreneur 6 years ago. I now run my business making and selling replica props for Star Wars fans and collectors around the world. I am also a Star Wars costume designer, and I do put on stormtrooper armor and other costumes for events - notable one was the official launch event of the Porsche Taycan in Shanghai last year.

I first moved to China in 1999, in the northern city of Changchun, since then I have had the privilege to live in Beijing for 14 years and now started my 5<sup>th</sup> year in Shanghai . The Shanghai municipality area is roughly 5 times smaller (in square km) than Belgium, yet in 2020 it counts 27 million inhabitants; roughly 2.5 times that of Belgium. If we were to compare the number of vehicles on the road based on that scale Shanghai has nearly 3 times more vehicles than the entire of Belgium. The impact on mobility is huge, a typical drive from home to my office 15 km away takes an average 45 minutes in Shanghai.



© Vincent Rondia - S20 is main expressway on the edge of Shanghai, akin to the E411 - at 10 AM it is packed with cars; including the new MG PHEV

To meet with the challenges posed by such a dense population and urban infrastructure (office building, shopping centers, apartment buildings...), China has had to take a very proactive stance and think of drastic changes in building its mobility infrastructure. Some of it came from central or local government of course, other from the private sectors and the start-ups that have led the search for better living from technology to mobility; with the rise of NEV-EV as a go-to solution to lower air and sound pollution in large cities while helping with traffic fluidity.



© Vincent Rondia - Roewe ( rover ) , BYD and Chevy ... green plates are issued for New Energy Vehicle ( EV, PHEV, HYBRID) with a massive increase of such plates in the streets due to local and national government policies regarding environmental protection.

Of course mobility is being tackled through the development of more public transit infrastructure; with first in line added subways and public buses planned with full EV in mind which have all but replaced conventional gas powered public buses in Shanghai.

Another major step has been the introduction of driving restrictions based on plate number or where the plate is issued; the necessity to enter a "lottery" to have access to the purchase of a license plate with a limited number of new licence plates available each year, etc... yet each day more cars are added to the streets.

In Shanghai, driving on the elevated roads, expressways or other rings require a local license plate which can only be obtained after successfully getting picked in a lottery system AND pay over 13000 euro for the license plate. Licence plates from outside the city are no longer allowed within its city center except between 8PM and 7 AM. However in a bid to promote the use of EV, it is possible to obtain a “green” plate without the lottery system nor the plate’s exorbitant price tag. While Beijing no longer can afford that option, the Shanghai government has announced it will keep the policy alive for at least another year.

In an environment where a typical daily commute / shopping is never more than 10km away, an EV becomes an evident choice for many but can only sustain if the charging infrastructure exists to meet the demand. Luckily over the last decade governments at the national and regional levels have heavily invested in such infrastructure through incentives. The private sector headed by Tesla has also greatly contributed to the development of charging stations in many of the cities shopping centres. Consequently, in the urban setting, you are never far away from a charging station as they can be found in your own apartment building, parking lot, office building, shopping center, even public parking facilities... currently virtually every parking area has been equipped with a number of dedicated charging spots making it ever so convenient to own an EV.

This context is very important to understand the rise of EV in China. Tesla enjoyed leadership for a while in this market, the model 3 is probably one of the most sold car in Shanghai today, but the future is not guaranteed as evidence with two major news this week: the opening of the largest supercharger lot in Shanghai commercial district AND a massive price drop on its model Y and model 3. It knows that the new kids on the block, namely NIO, Xpeng and Li Auto are going to be tough competitors; especially because they are not car companies but technology companies lead by talents that made their name in the tech industry for years, thus leveraging what Tesla cannot: connection in the deepest reach of the local tech industry, access to shared data giving them an unprecedented understanding of the consumer market. In essence, one may say that Tesla now represents a “traditional” view of EV whereas its local competitors are looking far beyond; shifting the paradigm of the car from a vehicle to a living space, in some cases bringing the owner inside the technology they have become so accustomed with.



© Vincent Rondia - Even in the suburbs of Shanghai, 30 km away from its center, office parking are setting up an impressive amount of charging stations, most of them being used due to the influx of EV and PHEV. Tesla, Roewe, Li Auto, BYD, BYD.

For a sci-fi nut like myself, driving the Xpeng P7 felt like being at the helm of starship Discovery; or being in Tron - maybe more aptly described as sitting inside my smartphone on wheels. It drove well, and I enjoyed all the driving styles made available; it obviously does what a car needs to do.



© Vincent Rondia - Xpeng has several such stores in major shopping centers around Shanghai - much like Tesla store, you can walk in, experience the car and set up a test drive

However it is “everything else” that is most impressive and provided a truly unique experience. On the “expected” sides of things, the luxurious leather interior with incredible sound system and the ambient LED lighting; 3 distinctive screens with differentiated interactions: side passenger will be enjoying videos while you are comfortably looking at transit maps and other important info while driving and of course the centre console screen where the magic happens.



© Vincent Rondia - A view of Pudong New Area, probably the most photographed viewpoint of pudong area - If shanghai has 27 millions inhabitant, the pudong area accounts nearly 6 million.

However I believe a critical factor to understand China’s different approach to EV is its people’s ability and willingness to embrace new technologies; as a matter of fact the ability of some people to completely redefine entire ways of using technologies. People are absolutely driven by new technologies, have near zero barriers for their adoption and can very quickly adapt, learn and master it.

Everything here is mobile (phone) driven, we are already living in the digital age. In less than 5 years, China has become a 90% cashless society. We live in a digital world run by super apps residing on our phones allowing us to do absolutely everything: talk to friends, share pictures and files, send money to loved ones and family within a fraction of a second, order a cab, make daily grocery purchase, order take-away to be delivered, order tickets for shows, book travel, pay for gas, electricity, phone bills, pay at the stores ( no amount too big or too small) ... even beggars have QR codes linked to their digital wallet on their smartphone. We are living YOUR tomorrow, today.

No doubt I enjoyed witnessing the driverless car coming out of its parking spot and self-driving to meet me at the door; I was happily surprised by the seat moving itself backward to give me ample room to get in and automatically adjusting itself back to driving position. Test driving it at night meant the full experience of atmospheric led lighting and the ability to “design” the language of the front light beams; in my case a Cylon like right to left motion when stopped at the traffic light - knight rider style but white and crisper.

The real “tomorrow” factor hit me when I summoned the onboard Ai and realized I pretty much can control the totality of the car and more through voice; from opening windows, to adjusting temperature, to selecting music, change the hue of the inside LED lighting. Make it dimmer, more volume in the back, direction to the nearest charging station, how long will it take to my next rendezvous point, to name the few obvious ones. The Ai itself is very responsive; compared to the Alexa, Siri, and other Ai of the west, I was able to have the closest thing of a conversation; all the way to “her” starting nagging me about putting the volume up and down too many times.

As great as it was, the real kicker was to interact with the main user interface which integrates absolutely all the apps you would find on a typical smartphone here... at first it felt futile but a quick reflection convinced me of two things:

1. People are using their phone to do all these things outside AND inside the cars regardless: giving them that same facility on a much larger screen does add an element of road safety.
2. The deep integration with an effective Ai (yes I am looking at you in shame Siri) means that you can actually interact with every application by voice with barely any touch needed or taking your eyes off the road for that matter; which is still to me something I am not ready to compromise.

During my daily 45 min (one way) commute, I am not only able to listen to music and possibly answer a call; I can do my grocery shopping that will be delivered, order dinner that will wait for me on arrival, pay my electricity bill, dictate my next email, make a medical appointment, book my next trip while my daughter is able to watch her favourite video, browse the net, or even do some homework on her dedicated screen; all of which is synced for easy pick up once at home. Further, like my neighbour seems to be doing nowadays, escape the confinement of an often crowded home to comfortably watch his favourite series in the car parked outside; what an immersive experience this will be the day the windshield doubles as a screen (when the vehicle is parked of course)

This is where the real battle starts; people here are engrossed in technologies, they live their life through digital interactions. The new EV makers are coming from the world of tech, not from the traditional manufacturing side, and they understand very well the digital convenience people are seeking; moving away from the view that a car is a merely a vehicle but extends far beyond in

becoming an assistant of your daily life, an extension of your living space, a connected hub of digital transactions that will eventually extend to your home, work and life - After all it only make sense that if you see EV as the future of transportation, that future needs to be much more than just “moving”; especially in a society that has decidedly embraced its digital self. In other words these new brands of EV are not looking at the car in the conventional way because that is already evident to all, they are looking at what the car should become the same way the first iPhone redefined what a mobile phone should be.

What I am witnessing is the change from EV (electric vehicle) to eV(evolved vehicle): one that is smart, connected, not just offering an extension but a symbiosis with our digital aspirations; because of the leadership of the likes of local brands, China has already started to live today our future.

At this crossroad there is no doubt in my mind that mega cities such as Shanghai will benefit from the mass acceptance of EV; it is also clear that my next car will have to be an EV the only question left for me to answer is whether I will want it to be a basic mostly utilitarian Tesla or if I will take the plunge into the future and go for the P7. Range and charging are not a real concern but with this week drop in price; the model 3 is back in the decision making.

新年快乐; 要安全、健康、繁荣。 \*\*

(Happy new year, be safe, healthy and prosperous)

**Key facts : Price (circa depending on change) & range.**

Tesla 3 SEDAN : circa 25000 Euro - 468km

P7 SEDAN : circa 29000 Euro - 586KM -

Li ONE SUV : circa 41000 Euro 800 km

Further information :

<https://www.lixiang.com>

<https://en.xiaopeng.com/p7.html>

<https://www.tesla.cn/model3>



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# MODEL 3 REFRESH, A GLIMPSE AT WHAT'S NEW'

Text : Martin Gillet

96

Since Model 3 arrived to us, you have been requesting new features and updates. You have probably followed the introduction of Model 3 throughout the past Supercharged editions.

The Tesla Model 3 is the first vehicle built on Tesla's third-generation platform. Its main objective was to reduce the entry price for electric vehicles while not making any compromise on range and performance.

End of 2020, Tesla introduced more updates on Model 3, for our greatest pleasures. We wanted to review them as many of you are reading Supercharged at the Service Centers and perhaps the information has not reached you yet.

One of the major new features is the **transition from single glass to double glass** (in the front) in the latest Model 3. It might not decrease the noise level but rather optimize the warming of the car during summer time perhaps.

**Frunk has shrunk a little bit** although no big deal. Technical material seems also updated which is making the closing of the frunk easier.

*This is the cool part of Tesla says Bjørn Nyland : 'They keep implementing incremental changes to their products'.*

The version compared by Bjørn Nyland came with **chrome delete** whereas his own car was delivered with chrome. Testing the trunk, it was also highlighted that now it comes with a **motorized liftgate** (say finally !) for our great convenience.

Tesla also added **new wheel caps**, perhaps better looking as reported by the Community.

A nifty well awaited feature is the **headlights update**, which provides a better rendering at night while driving.

In the 'old Model 3', we had 2 USB A ports in the back whereas the **'new Model 3' has 2 USB C ports**.



## Model 3 Refresh



© Bjorn Nyland Video

**Steering wheel knobs** have also been refreshed to provide a better grip.

A new center console is also fitted in the refreshed Model 3, **with 2 wireless spots for charging** your phone(s). Inside the console, the two USB A ports have been replaced by two USB C ports. A very handy new feature is now the enclosed USB port for the Sentry mode in the glovebox. It is much safer to keep the evidence away from thieves as it can be locked in the glovebox.

A much awaited feature is also the **heat pump on newer Model 3**, which makes the journey even smoother.

Additionally all three versions of the Model 3 now have longer battery lives. Additionally, compared to other Tesla cars, the Model 3 gives drivers the best value based on electric range. Algorithms are still being updated thanks to the OTA updates that all Owners receive.

And last but not least, our preferred fact on the Tesla we own is the very low operating cost which is supporting Tesla sales across the world.

We recommend you also view numerous videos online that walk you through these updates.

Now the floor is yours ! Let us know on social media #TeslaClubBE what is your favorite feature ? Or which one you would like to see implemented ?

Side-by-side comparison between 2021 Model 3 vs 2019 Model 3 by Bjørn Nyland <https://www.youtube.com/watch?v=2pktRK8GcnE>

Further reading 2021 Tesla Model 3 Vs 2020 Side By Side Comparison: What's Changed?

<https://insideevs.com/reviews/456827/2021-tesla-model-3-whats-new/>

# CAMERA, LIGHTS, ACTION!

## TESLA ON SET WITH THE RUSSIAN ARM

When you watch a high speed car chase at the movies, or a car commercial on TV, the chances are it was filmed with a car-mounted camera crane known as a Russian Arm. Filmotechnic is the company that invented this Oscar-award-winning technology. The next step was to put this amazing piece of kit into a Tesla. Camera, lights, action!

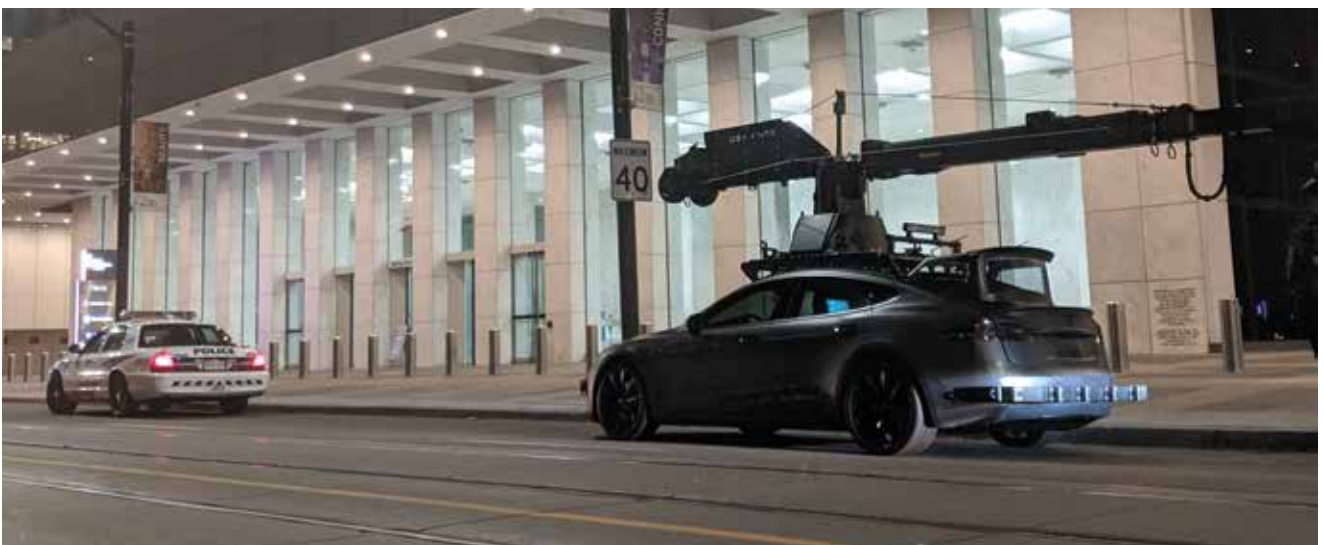




Filmotechnic is the Ukrainian-based company that invented the Russian Arm in the 1980s. The Russian Arm revolutionised the face of car filming. Not only does it bring super-stability to high speed filming, it brings the viewer right into the centre of action. After winning several film industry-awards including two Oscars, Filmotechnic has grown internationally. It now has established bases in Europe, the US and Canada. Each branch receives the camera crane equipment and makes the necessary modifications to the cars it chooses, which are normally Mercedes ML. It was the Canadian branch that first had the bright idea of incorporating the camera arm into a Tesla.

#### WHY A TESLA?

“One of the owners of Filmotechnic Canada has been driving Teslas since 2013 and he had been suggesting for some time that we should build a Tesla with the arm” explains Nikita Zolotarov, crane operator at Filmotechnic Canada. “While some Filmotechnic branches in other countries have updated from Mercedes to a Porsche Cayenne, or to a Ford Raptor for its off-road capabilities, in Canada we decided to do something different and go with a Tesla.”



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# DecoLight-rent shines a new light on easy access design

Naast de allernieuwste collecties en het grootste aanbod designlampen, ondersteunt DecoLight-rent ook uw campagne door een product, uw logo of ontwerp om te zetten in spectaculaire lampvormen. Dankzij onze samenwerking met bekroonde producenten en designers van LED-technologieën zijn wij in staat om de voor u perfecte lamp te ontwerpen en te produceren, en dit al vanaf kleine oplages.

Als unieke leverancier in de Benelux, maakt DecoLight-rent het u bovendien gemakkelijk om exclusieve design lampen te huren voor zowel korte als langere termijnen. Events, horeca, bedrijven, interieur-architecten, kijkwoningen, technische firma's... kunnen rekenen op een ongezien aanbod van buitengewone producten aan betaalbare prijzen!

DecoLight-rent schijnt inderdaad een nieuw licht op toegankelijk design.

Mijn Keuken Mijn Restaurant - jurytafel battles - Boom



BAM-congres - Expo - Brussel

Temptation Island 2020 - persvoorstelling Brussel

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“An initial concern was whether the precision driver would be able to keep a super steady speed. The normal technique that drivers use is to work the brake and the accelerator at the same time. Luckily for us, the accelerator on the Tesla is smooth and linear, so there is no problem there – it’s just a slightly different way of driving. Accelerating in small spaces works really well when we are filming indoors, such as in a warehouse, studio or exhibition hall – and there are no fumes. The amount of torque it delivers is helpful, especially when we need to catch up to a fast moving vehicle in a short stretch.”





## Russian Arm



“In terms of stability, the Tesla’s low centre of gravity is a definite advantage and makes cornering a lot better than with the Mercedes or Porsche Cayenne. Stability is always a concern for us, as with the crane we have a lot of weight on the roof. When the race tracks open up again and we have more high performance jobs coming in, the Tesla is really going to come into its own. On the downside, the Tesla is not suitable for off-road work. For this we need to use another car.”

### THE FILMING CREW

Cars that are fitted with the Russian Technical Arm need the power and performance to film at speeds of up to 150 km/h, while carrying around 800 pounds of equipment and 5 people.

First of all, there are the high-speed precision driver, the film director and the camera operator. The camera operator controls remote head for tilt, pan and roll of the camera. Then there is the crane operator, who manipulates the crane arm on which the camera is fitted. The crane operator controls the direction, angle and height of the crane. Finally there is the ‘Focus Puller’, who changes the focus of the camera according to the continually changing distance to the subject being filmed. The Focus Puller, or 1st Assistant Camera, controls not only focus but also the exposure (iris) and all other settings and functions of the camera, such as frame rate and shutter angle. They also change filters and lenses whenever the camera operator or director requires such changes. This highly-skilled work requires a great deal of choreography and coordination between all five members of the team.

### MAJOR MODIFICATIONS

“As lots of structural modifications need to be done to the car, we never use a new car, so we opted for a Model S 90D from 2014” explains Nikita. “We are talking about some pretty major modifications. More than just making a bunch of holes, we actually built a bubble in the back of the car with a racing seat for the crane operator. Then we placed four Marine Type batteries that power the crane in the “Frunk” and three more batteries in the trunk, which power all the monitors and accessories.”

“The interior had to be taken down, so that we could bolt a reinforced rack onto the roof to support the crane arm and run the cables for the video system. We also made a reinforced bar that connects the left and the right side of the roof and adds extra rigidity. Control cables have been fitted around the roof rack and enter the vehicle through a side porthole - which used to be a place holder in the tail lights.”

### RANGE

“Range was always our biggest concern before we modified the Tesla and ideally we would have a bigger range than the 90D can offer. Because of all the weight and the performance driving, we use up double and sometimes triple the normal range. If the car says we have 300km of range left, then we would get about a 100-150 actual kilometres out of it” says Nikita. “We have reached out to a dealer to see if we can get a higher performance battery to put in the car. That would be really useful, but we don't yet know if that will be possible. What we do for now, as soon as we get on set, is to plug the car into a 240 volt generator. We plug in again whenever we are on standby, or at lunch, and that gives us an extra 25 to 30 kilometres of range per charging hour. At the end of the filming day, if we are running low, that also gives us the range we need to get to the nearest supercharger. By the way, we are looking for options to avoid gas or diesel powered generators.”



## Russian Arm



Due to COVID disruptions, the film industry is only just beginning to ramp up again and the Filmotechnic Tesla should begin filming this spring. You can keep up to date with its latest adventures on set at <https://www.facebook.com/Filmotechnic-Canada-1647541425467434/> and [www.filmotechnic-canada.ca](http://www.filmotechnic-canada.ca) – or check out instagram at @filmotechniccanada

You can also watch these video links to see how it all works!

<https://www.youtube.com/watch?v=18MY25n3MIs>

<https://www.youtube.com/watch?v=BCIFywjlcL0>

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TOP BRANDS LEBEAU-COURALLY  
AND ONI ONIK JOIN FORCES.

# REFINED LUXURY, HAND-MADE, AND VERY MUCH BELGIAN

Lebeau-Courally and Oni Onik, two of Belgium's top brands, join forces to introduce their exclusive collections to our readers. Lebeau-Courally is a luxury brand which trades in high-quality leather goods, watches, and hunting accessories, whilst ONI ONIK leads the way in Belgian bridal and evening fashion wear with its authentic style.

Text: Wim Vander Haegen – photographer: Elien Jansen – stylist: Pommeline De Bruycker – mannequin: Olivia Fonseca – Photograph Peter Goossens by Henk van Cauwenbergh





### ARTISANAL MANUFACTURE

Lebeau-Courally creates luxury products which are 100% hand-made and aesthetically outstanding. Thanks to the unique combination of the now rare artisans and talented designers, the company manages time and again to unite the heritage of artistic crafts to a contemporary aesthetic philosophy. Lebeau-Courally luxury products are characterised by a timeless and yet contemporary character, so they are not only future-proof and valuable, but also have the unique capacity of satisfying people in various ways. CEO Walter Van Damme explains. 'Honouring and maintaining exceptional craft work is the main driving force of Lebeau-Courally. The history of the brand goes back to 1865 when Auguste Lebeau fulfilled his dream of making the best and most beautiful hunting guns in the world. The artisanal character of the manufacture in Liège was a priority and has resulted up to the present day in fully customised weapons which perfectly suit the luxurious taste of demanding and art-loving hunting enthusiasts. The hunting guns enjoy a fine reputation worldwide due to their exceptional quality and view. The engraved and magnificently preserved weapons are also highly renowned for their incredible precision. Various European royal families have also discovered and still appreciate the reliability and aesthetic value of these hunting weapons.'

### ULTIMATE PRECISION WATCHES

Although their intrinsic value as a valuable ornament has put the hunting guns amongst the most coveted luxury goods in Europe and far beyond, the manufacture has fallen upon hard times. "In 2010, to safeguard years of professional expertise, Belgian industrialist Joris Ide, himself a keen hunting enthusiast, took over the manufacture. In his quest to diversify the business, he also concentrated on watch making. Actually, that was a logical step, since the profession of gunmaker has some ancient links with that of watchmaker. In his day, Auguste Lebeau himself had also called upon the best watchmakers to help manufacture his guns. Joris Ide

decided that from that time onwards Lebeau-Courally would not only be a reputable brand of exceptional hunting guns, but also equally reputable watches made with the same expertise and excellence thanks to the same ultimate precision. Today, a high-tech workshop in Switzerland with the very best know-how in the sector makes Lebeau-Courally precision watches. Each component is designed, produced, and assembled with a love for the trade into an exceptional watch with details which refer subtly to the aesthetics of the hunting guns. The first collection, which was launched on the market in 2011, was a resounding success and immediately laid the foundation for a promising future.'

### EXCEPTIONAL LEATHER GOODS

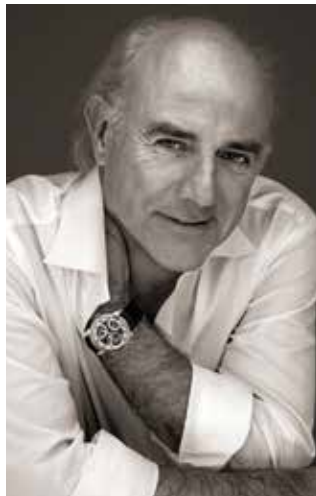
In 2013, Joris Ide took the next step by extending the activities of Lebeau-Courally in the luxury sector with a luxury department of hunting leather goods and travel accessories on the one hand and a ladies collection of leather goods on the other. 'In order to guarantee the artisanal character and the refined precision, Joris Ide took over a 'leather workshop' near the French city of Dijon. It was there that the most renowned French fashion houses had their most outstanding items made in the last century. In this way he also saved a piece of global heritage in France from going into oblivion. The professionals from the workshop in Dijon are amongst the most reputable in their sector. The leather is ordered, treated, and supplied in a specific way by tanners from France and Italy who work solely with skins of exceptional quality. In terms of quality, Lebeau-Courally leather is way above that of the current fashion brands or premium brands. The specially detailed finish of the leather is simply unrivalled.'

### MORE BEAUTIFUL WITH AGE

Yet there's more: Apart from the combination of exceptional quality and an eye for the smallest details, the handbags are characterised by a sophisticated and modern design. 'The Italian designer



Peter Goossens -  
Hof van Cleve



Herbert Flack met  
de Tourbillon (Le Prince)



Minuit lézard off white

Valentina Milloch is responsible for that. She designs the luxury leather goods in Belgium and is the successor to Axel Enthoven, who was responsible for the basic collection at the start in 2013.'

Even today, the manufacture in the Haute-Marne still has the best leather workers from the region. 'They don't start from scratch, but they're given years of training so that they really do master their trade. From cutting, shaping, folding and sewing leather to sealing it; from prototype to finished product, everything is done by hand under one roof in our own workshop in Vaux-Sous-Aubigny.'

Lebeau-Courally ladies handbags are available in the classic basic colours and in seasonal colours. The sorts of leather vary from soft suede, smooth calf leather and seeded leather to very precious exotic leather. The bags and, obviously, all other leather goods of Lebeau-Courally are timeless and even become more beautiful with age.'

### BELGIAN GROUNDING

Both the watchmaking and the leather of Lebeau-Courally are distributed via a selective network of fifteen dealers. The company also has showrooms in Paris, Geneva, and Maastricht. Moreover,

the business offers a house call and butler service for clients who prefer to choose from the collection at their leisure. A special made to measure or bespoke service gives clients the opportunity to convert their own desires into a bag or an accessory in special leather or with specific details. Moreover, clients can have their initials added to all leather goods from the collection.

To stress the Belgian grounding even more, Lebeau-Courally works together for its campaigns with well known Belgian artists. Actor Herbert Flack is the face of the gentlemen's collection, whilst culinary top class chef Peter Goossens from the three-star restaurant Hof van Cleve has also emerged as an enthusiastic ambassador of the brand.

### YOUNG AND AUTHENTIC

Top quality, stylish designs, and Belgian expertise are the assets of Lebeau-Courally. We also find those same assets in the collections of ONI ONIK. With its young and authentic style, ONI ONIK stands at the top of the Belgian bridal and evening fashion wear. Dicky Vanhoutte, who manages the company together with Jan Vanhoutte Jnr and H el ene Verstraete, comments: 'Having developed from the world of children's clothes, over the years we have



come to concentrate more and more on bridal and evening fashion wear. Our "roots" lie in Huis TATI, which was formed in 1962 by Jan Snr and Christiane Vanhoutte and specialised in top quality children's clothing, particularly clothes for special occasions. In the late 1970s, we gradually switched to the production of evening, bridal, and cocktail clothing for ladies. Since 1997, we've traded under the name ONI ONIK FASHION CREATIONS, a hint of the local authority of OostNieuwKerke, where we're based.'

### **ONI ONIK - 100% TAILORED WORK**

Twice a year, ONI ONIK launches its own brand new collection, which is all its own work. The stress is invariably on original creations in combination with high-quality European fabrics such as hand-woven silks, laces, brocades, etc. We make all our own tailored collections from the pattern to the finished product and the collections are characterised by their unique, but also youthful character. Our clothing exudes style and sentiment and stands out for the very detailed and refined finish and the exclusiveness. Our collections are sold via a selective number of stores, but are all 100% tailor-made. The stores present the unique items, record the sizes, record the required colour, and send that information to our workshop. Thanks to that flexibility and the artisanal method of

production, which, to make it quite clear, all takes place in Belgium, we can keep delivery periods down to a minimum. Today, we're still a family business which makes a priority of direct and personalised contact with all our clients and combines correct delivery times with competitive prices.'

### **NXI - YOUNG AND DYNAMIC**

Under the brand name NXI, ONI ONIK presents a young and dynamic ready-to-wear collection. H el ene Verstraete comments: 'With a different look, but mainly affordable. NXI is synonymous with quality and a groomed finish. All models from the collection can be combined with each other per colour theme. The strength of NXI lies mainly in the fact that this collection can be worn both on special occasions and for a simple evening out with friends. "Multiple use" is the message. Elegant dresses, tops, and original and styled combinations produced from luxury materials make this collection, which is sold via multi-brand stores, a collection of high quality. All models can be ordered again with no problem at all and here, too, we guarantee a short delivery period of two to three weeks. NXI, just like the bridal and evening wear of ONI ONIK, is also produced in Belgium.'

[www.lebeau-courally.com](http://www.lebeau-courally.com) – [www.oni-onik.be](http://www.oni-onik.be)



*Secret gros carreaux off-white*

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Text: STEVEN VERHAMME



#### **YOUR COMPANY IS BASED IN GHENT. HOW DID MIGLOT GET STARTED?**

A few months before graduating as a pharmacist, I took over a pharmacy in Ghent city centre. I specialised in skin care, but perfumes were already my real fascination. I noticed that fragrances affected people's mood and behaviour. People who sometimes endured hard times in life smiled instantly amidst certain fragrances and that fascinated me. I began to study aromachology, the study of conscious and subconscious effects of fragrances on people's behaviour and emotions. When I was 34, I left the pharmacy after 10 years and went to study in Versailles at ISIPCA, the prestigious perfume school. After the course, I lived for a while in Paris. Later, I moved to Italy, but also had spells in London and Stockholm for further study at the local universities. I searched everywhere for answers to the questions 'why do people buy perfumes and what can a fragrance mean to people?' By then, I knew for sure that perfume is not only much more than a charming bottle and a publicity campaign, but also radiates strength, so I decided to set up my own brand.

#### **THAT SOUNDS LIKE A DARING EXPLOIT, BUT MIGLOT DID FINALLY EMERGE. HOW DO YOU OPERATE IN 2020 AD?**

We have a permanent varied collection of twenty fragrances for perfume, textile spray, home fragrances, and cleansing products. We also offer Miglot Privé, a service in making unique perfumes tailored to customers. Firstly, we meet customers and talk and listen at length. The initial interview, largely given to letting people smell various fragrances, takes about three hours. There's always a signal



sent to the part of the brain which governs memories and emotions. That signal bypasses the brain segment which governs our use of language. And so, if customers want a tailored perfume, this sometimes means searching for the right words. And so, we work purely on the basis of comparisons. It's an extra challenge to figure out what people like to smell. And so, at the start of the process, we offer them several different basic perfume ingredients to get some idea of what they like and what makes them happy. The answer is often quite amazing. Sometimes, during the process, people get a totally different idea of a particular fragrance. It's no coincidence that it sometimes takes a year to make a tailored perfume and during that period we see the customer about eight times for various sessions. From a basic rough idea, we proceed towards something more refined. Customers join us on a journey of fragrance and finally we create something to match their DNA. The journey can end in different places, but there aren't really any clear trends. What we do see is that spicy fragrances are in fashion at the moment.

### **IS IT POSSIBLE TO MEET THE CUSTOMER'S WISHES FOR THE FULL HUNDRED PER CENT?**

That's certainly our biggest challenge because smell is often linked to memories and feelings. It's sometimes hard to express those elements in words. And so, it's also a process which requires effort on both sides. We could never arrive at a tailored perfume on the basis of a one-hour discussion. This requires a good dose of empathy on our part and we certainly can't make any demands. As a perfumer, your main job is to listen carefully. People who want a tailored perfume must dare to open up to something new. We accompany customers on a journey of fragrance through delicate ingredients and often surprising memories which emerge to help us create a unique and personal perfume. Developing a perfume to equate to a familiar fragrance isn't an art, so we don't do that. A machine can do that. People have to open themselves up, but that's not a problem because in recent years the public has adopted more of a spirit

of adventure. People are more open to new things, partly because the range is now so much wider.

### **IS YOUR EMPATHIC ABILITY YOUR BIGGEST ASSET?**

Maybe it is. In a standard perfumery customers are presented with a top three of best-sellers from which they make their choice. By contrast, we genuinely listen and try to figure out what really makes people happy. Sometimes people have to dare to try something different. No one wears the same sweater for a whole lifetime, so why not try a different perfume? Usually, our existing range gives us a good indication of what people like and where they want to go.

### **DOESN'T ALL THAT SUM UP YOUR CORE BUSINESS OF 'REDISCOVER WHAT MAKES YOU HAPPY'?**

People go on holiday and take photographs for the memory. Yet, actually, those memories are relative. A fragrance can evoke a memory and the related emotions much faster and more intensely than a photograph. For instance, some people buy new perfumes or care products when they are on holiday. Once they are back home, that fragrance will remind them of those special moments on holiday. And so, you can use a perfume as a sort of time capsule to evoke memories much more intensely. The rediscovery of a scent which reminds you, for instance, of your grandma, a holiday, or an ex-lover instantly takes you back in time and you immediately feel as though you're in that place at that moment. You rediscover what makes you happy.

### **SKIN, HOME, AND LAUNDRY ARE THE TITLES OF YOUR THREE COLLECTIONS. WHILST PERFUMES USED TO BE DISTINCTLY FOR MEN OR FOR WOMEN, YOU'RE TRYING NOW TO TOUT THEM AS GENDER-NEUTRAL. WHY IS THAT?**

Drawing a distinction between perfumes for ladies or for gentlemen is rather stereotypical. Marketing in recent years has under-





lined that. It's a pity because perfume in and of itself is genderless. It's culturally determined, so, for instance, in the West a rose is defined as something typically feminine, whereas roses in the Middle East are also regarded as a masculine symbol. We are the ones who classify everything in a particular manner. Indeed, lots of ladies like to use the perfumes of their male partners because they smell nice. However, they hesitate to do so because those perfumes are labelled 'For men'. And so, we don't label our products at Miglot. Everything in our range may be used by both sexes. We're pleased that young people in particular are moving away from that compartmentalisation. Perfumes simply don't have a gender. Why shouldn't ladies wear strong wood fragrances? Just use what makes you happy.

### **OBVIOUSLY, EVERYONE WANTS SOMETHING EYE-CATCHING. HOW IMPORTANT IS THE PACKAGING FOR MIGLOT?**

Packaging is always important because it's the customer's first contact with a product. However, for us, the essence is in the bottle. That's why we opt for highly neutral, minimalist, and timeless packaging with a quiet and elegant design. It looks the same for the different fragrances so that the customers' choice is based not on what they see, but on the fragrance. That's also why we only give our perfumes a formula number, not a name. This means consumers are not influenced by a fancy name. We believe packaging has to be durable and we also try as much as possible to work together with local companies. For instance, our labels are also made in a Ghent workshop.

### **THE FRAGRANCE LAB, THE PLACE WHERE YOU DEVELOP YOUR PERFUMES, SERVES AS AN OPEN AREA. WAS THAT A CONSCIOUS CHOICE OF YOURS?**

Nowadays, transparency is essential. As a perfumer and scientist, but also as a human being, I attach great importance to it. That's why we consider it an extra asset to give our customers a glimpse of our work. We don't want to work from an ivory tower. We want to open up the story of our fragrances to a wider public to make people more aware. The lab is the vibrant heart of our company. Customers can watch me develop new fragrances which are then bottled. This is how we guarantee absolute freshness. This is in sharp contrast to fragrances which perfume discount stores

sometimes sell many years after bottling. Indeed, we create, make, and finish all our products in Ghent. We do that in small volumes, so we don't have large-scale mechanical productions and arrive at overproduction. The small stocks are always replenished depending on the need. Neither do we label our bottles. We don't want to pretend to be 100% biological, organic, or natural because we have to sacrifice at certain points. We constantly assess whether or not our production process follows the most durable procedures. We want to create that durability at production level, but also in our dealings with customers and employees. We aim not only to make high-quality products, but also to be a good company.

### **WHAT IMPRESSION DO YOU HOPE TO MAKE WHEN CUSTOMERS ENTER THE STORE?**

We've consciously chosen to furnish the store in a warm and homely style. Customers won't find a cash desk or protruding racks. We wanted to create a space where customers can escape the hustle and bustle of the city and take leave of all time and space. You won't find showy placards or excessive scents in our store. We don't want to cause any distractions. Customers should be able to make perfectly objective choices with no manipulation.

### **HOW AMBITIOUS ARE YOU AS A COMPANY? DO YOU DREAM OF OPENING OTHER STORES OR DO YOU WANT TO FOCUS MAINLY ON GHENT?**

In the coming year, we're going to work together with a number of Miglot ambassadors, a number of lifestyle stores, which share our philosophy where customers are very close to the employees in the boutique. We aim to form partnerships with people who deploy the same ideas within the lifestyle sector. We're also considering launching our brand abroad.

### **YOUR BRAND IS CALLED MIGLOT. HOW DID YOU ARRIVE AT THAT NAME?**

Miglot is actually a French assimilation of the English words 'My glow', which stand for someone who is beaming. We've made a French version of it to create an abstract word. The French name obviously reflects my studies in Versailles. I was trained there with those traditional perfumes, so in that respect it's no coincidence that we opted for a French version of our name. Nevertheless, we've also decided consciously to launch the brand in Belgium. We

could also have displayed a postal address in Paris on the packaging, but we decided to opt resolutely for Ghent.

### **WHAT CAN WE EXPECT FROM MIGLOT IN THE FUTURE?**

We're working hard now on the Miglot Pure collection. This is a perfume line with simple and pure fragrances. Think of precious ingredients such as sandal wood, vetiver, or Aoud. I personally select and inspect the raw materials for these perfumes to arrive at a splendidly transparent and legible perfume full of character. It's also characterised by the year and lot of the raw material. You can compare it to wines, since one year's harvest can differ hugely from that of another year. This is also the case with raw materials for perfumes. And so, in the new Miglot Pure collection we work with batches of raw materials. Once they are exhausted, we no longer make the same products. It's also impossible. Perfumes which are the same year after year start to drop off and are put together using synthetic ingredients. If you use natural and fair products such as in the Miglot Pure collection, you see a different facet of the scent come to the fore at each harvest and it's virtually impossible to get the same fragrance each year. At present, the perfume industry is less honest in this matter and is striving for mass production and uniform scents. This flies in the face of our core values. You also notice this in the Miglot Pure perfumes.

### **LOSS OF SMELL IS A SYMPTOM OF THE COVID VIRUS. HOW WORRIED ARE YOU ABOUT BEING INFECTED YOURSELF?**

I myself take extra care because if I lose my sense of smell, I'm like a pianist with no fingers. Our lab is fully equipped so that we can

work corona-free and continue to welcome people, who can smell products via a sort of capsule. As a pharmacist, I'm perfectly capable of assessing the risks. The whole covid business also proves how important smells are for our well-being and condition in life. Its emotional effect is nonetheless quite considerable.

### **YOU'VE BEEN IN THE SECTOR FOR YEARS. HOW SENSITIVE ARE YOU TO THE SCENTS OF OTHER PEOPLE NEARBY?**

I was highly sensitive to fragrances even as a child, but not everyone has the same sense of smell. What one person finds nice might be a perfume which someone else rates less highly. Respect for each other's differences is therefore important. As a perfumer, you have to take account of how others are going to feel when they opt for a fragrance. The choice of perfume depends on the situation; people often forget that. If you go to a restaurant, it's best to choose a different perfume from the one which you choose to go to a dance hall. You adapt to the circumstances.

### **DO YOU HAVE A FAVOURITE FRAGRANCE YOURSELF WITHIN THE MIGLOT RANGE?**

(He laughs.) All the Miglot perfumes are my children to some extent, so I don't favour one over the other. I created those fragrances myself and each perfume relates to a memory or situation. As is the case for everyone, my choice depends on the moment. During the day, I don't wear perfumes in any case because it isn't possible professionally, but at weekends my choice depends on the situation or occasion. But if you ask me which fragrance gives me the most pride, it's the Formula 32, but it doesn't matter. It's about what makes people happy. That's what counts.



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# A NIGHT WITH ELON MUSK, INSIGHTS FROM FRANK THELEN

Last December 1st 2020 in Berlin, took place on December 1, 2020 the Axel Springer Award. What is it ? Why was Elon Musk attending the Event ?

As mentioned on their press release : *" Elon Musk will be receiving the Axel Springer Award in person at the Axel Springer headquarters in Berlin. With the award, the media and technology company honors the inventive spirit and innovative power with which Elon Musk has revolutionized several industries. The ceremony themed "An Evening for Elon Musk – Mission to Mars" was specifically designed for the award winner and has been broadcasted live from 2pm ET (8pm CET) at <https://go2.as/award>.*

INTERVIEW BY MARTIN GILLET – PICTURES BY FRANK THELEN

A promotional poster for the Axel Springer Award Livestream. It features a portrait of Elon Musk on the right side, set against a dark blue background with a starry space pattern. On the left, the text 'axel springer' is written in white, with 'award' in blue on a green rectangular background below it. At the bottom, 'livestream' is written in white on a light blue background. A purple banner across the bottom right says 'december 1, from 8pm CET' in white, with 'CET' on a red background.

axel springer

award

december 1, from 8pm CET

livestream



*The "Mission to Mars" uses various multimedia elements to pay tribute to the work, vision and life of one of the most creative entrepreneurs and brilliant engineers of the digital age. The program will also include a Business Talk, in which Mathias Döpfner, CEO of Axel Springer, talks to Elon Musk about what drives and inspires him. The speech honoring the prize winner will be held by Federal Minister of Health Jens Spahn.*

*Photo and video material from the evening will be made available at [www.axelspringer.com](http://www.axelspringer.com)".*

### ABOUT THE AXEL SPRINGER AWARD

*The Axel Springer Award honors outstanding personalities who are innovative in an extraordinary way, who create and change markets and who shape culture while at the same time shouldering their social responsibility. The award recognizes accomplishments so far and encourages further steps. At the same time, the award winners should be role models for others to bring their own ideas to fruition. The previous winners of the Axel Springer Award were Mark Zuckerberg, founder and CEO of Facebook; Sir Tim Berners – Lee, inventor of the World Wide Web; Jeff Bezos, founder and CEO of Amazon and owner of the Washington Post" and the economist and author Shoshana Zuboff.*

*The format of the award ceremony is always tailored to the individual honoree. The Axel Springer Award is a prestige award without prize money. Further information about the Axel Springer Award is available [axel-springer-award.com](http://axel-springer-award.com) (Source Axel Springer Award).*

During that fine evening, some fortunate guests were allowed to meetup with Elon Musk and get some 'quality time' with the Awardee. Among these lucky persons, was **Frank Thelen**. We reached out to him in order to get his insights and experience debrief on this Fantastic night and encounter.

**Frank, nice meeting you, could you introduce yourself for our Supercharged readers ? Who are you and what do you do ?**

*Thanks for having me! I'm a serial founder and tech investor based in Germany and a former Shark (ABC-Show Shark Tank, broadcasted in Germany as "Die Höhle der Löwen"). With my privately-owned VC fund Freigeist Capital, I invest in European deep tech startups at an early stage. For example, we invested in Lilium Aviation, a leading Urban Air Mobility player, in 2016.*



**What are your interests ?**

*I am passionate about technology and the impact of exponential growth. I believe that in the next 10 years we will see more changes than in the past 100. Almost every industry is about to be disrupted by innovative technologies like AI, robotics, 3D-printing, just to name a few. Those technologies will not only make our lives easier and our industries more efficient, they will also make our world more sustainable. Technology is our biggest chance to save this planet.*

**What are your thoughts on the 'rEvolution' and the rise of Electromobility? Do you drive one yourself and/or have tested some ?**

*I think that we urgently need to shift to green mobility. We can not afford to burn fossil fuels that harm our planet any longer. I switched to e-mobility when the Model S came out in Germany and have been driving a Tesla ever since. I'm a big fan of Tesla and how they are pushing the complete car-industry towards e-mobility.*



**How did you get to meet Elon ? What was the occasion ?**

*Axel Springer hosted a special evening for Elon Musk, where he also received the Axel Springer Award. (Supercharged note : The Axel Springer Award honors outstanding personalities who are innovative in an extraordinary way, who create and change markets and who shape culture while at the same time shouldering their social responsibility. The award recognizes accomplishments so far and encourages further steps).*

*I was very lucky to be one of the few selected guests under the current circumstances.*

*(Supercharged note : COVID situation)*

**How did you break the ice ? Which subjects did you discuss ?**

*There was no need to break the ice. Elon is a very humble, authentic, down-to-earth guy. I talked to him about our startups. With Lilium Aviation we are building an electric VTOL-Jet, with Hardt a European Hyperloop, with EnduroSat nano satellites that SpaceX transports to orbit and with Kraftblock we are building large-scale energy storages. A lot of similar topics.*

**What did you learn ? What did you ask ?**

*I learned that he is not into productivity tools at all, which surprised me. I asked him how he manages his schedule and tasks and which tools he uses. As it turns out, he has one assistant covering all companies, he doesn't use any tool or framework and doesn't even take notes. I told him that I think this is inefficient, and he admitted that he could improve in this area.*

**Did you provide some courtesy local goodies ?**

*No, I wasn't the host of the event, so it wasn't my place to provide any goodies. He did get a personalized vinyl of the song he produced for Axel Springer.*

**What are your key takeaways from this encounter ? Do you feel energized ? Extra motivated ?**

*I was very inspired by how authentic, kind and real he was. The event left me energized and motivated to continue to support innovative startups that want to do something good for this planet because I truly believe that this is his key driver in all of his companies. I was a fan of Elon before this encounter, and I am an even bigger fan now.*

**What could your/our audience learn from this Leader ? Any lessons learned and/or room for inspiration ? Recommendations ?**

*The one thing anyone who wants to drive innovation should learn from Elon is first principles thinking. Elon doesn't look at how things are done currently, he breaks challenges down to their fundamental, physical truths and works out new solutions based solely on those parameters. This thinking process will lead to many innovations in the upcoming years.*

**Any anecdotes ? Any other comments ?**

*Besides the business side, what really inspired and surprised me about Elon is how much he actually loves life and that even with his busy schedule, he can manage to slow down and enjoy a good meal, some good cheese and wine or a night with friends. That is another very important lesson to learn especially for young, motivated founders. It's also an area in which I need to improve: enjoy life, and not worry too much about my companies and products.*

Thank you very much for your insights and debrief Frank. We look forward to keeping the conversation open through social media and post COVID to host you during one of our Owners Club Event.

More information on Frank Thelen : <https://frank.io/en/>

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# THE E-BIKE IN 2021: SILENT, YET MORE POWERFUL

As in previous years, bike lovers had earmarked a visit to Velofollies in their diaries. The annual bike show in Kortrijk is a Mecca for both traders and consumers where the latest models, technology, and innovative accessories are all on show. However, covid 19 has put paid to those plans and the 15th jubilee edition has been postponed until 14, 15, and 16 Januari 2022. That's a real shame because interest in the bike, especially the e-bike, is growing sharply.







*E-à la Carte Racktype Performance - © Granville*

### INVESTMENT IN FREE TIME

2020 was the year when the bike took on a prominent place in the lives of many families. In particular, the electric bike attracted a flurry of interest from bike lovers. The sector was saying: 'After the shop closures early in the year, sales of e-bikes soared rapidly.' It was palpably obvious that consumers wanted to invest in free time, as they didn't have much else to do. E-bike sales really have taken off in all segments of the bike industry. People have started to cycle more due to the covid 19 crisis. That effect has continued because the weather last summer was fine and people often cycled.

### WHO AND WHY?

As this article is about the 'e-bike', we took a look at 'E-bike Monitor 2020 Belgium' by Shimano (in collaboration with GfK), which appeared in November 2020. We discovered that Belgian e-bike customers are more often male than female. Almost three quarters of them are aged between 25 and 64. Within that (potential) group of buyers, the 35 to 49 age group is overrepresented. Those buyers have had various levels of education and Belgian e-bike buyers include people from all educational levels. In half of the cases, buyers come from a household of three or more people. The survey shows that the price, quality of the battery/motor, and cycling comfort are the most important factors for e-bike customers. The price is the most important factor for a quarter of customers and that puts it ahead by far. A second choice criterion is the motor and the relat-

ed battery. This has to be durable (i.e. have a long lifespan) and powerful enough. Speed is relatively important for young people (18-24), whilst those above that age group attach much greater importance to the service, operating radius, position of the motor, quality of the battery, and whether or not the battery can be removed. Women pay relatively more attention to comfort, weight of the bike, and sitting position, whilst men tend to look more at the type of gears. Most customers (almost two out of three) buy their e-bike primarily for recreational use (mainly because they want to take more exercise). Over a quarter of customers want to use their e-bike primarily for getting to and from work (as an alternative to the car). The vast majority of customers are now buying an e-bike for the very first time. This group buys an e-bike not only to get more exercise, but also as an alternative to the car. One out of six buyers already had an e-bike. They buy one most often to indulge themselves, but they also add that they want more exercise, are looking for an alternative to the car, and want more durable transport.

### POSSIBLE OPTIONS

There are various sorts of choices and designs in e-bikes, but they all have the same basic advantage. The support makes users even more mobile and yet brings destinations such as work closer. Everyone is looking for an e-bike which suits him or her specifically and all users have different demands.



Axis eRIDE Evo - © SCOTT



Upstreet6 - © FLYER

- The biggest group consists of electric city bikes, electric folding bikes, and electric carrier bikes. The pedal support is regulated by a battery-powered motor which cannot allow the bike to move on its own. The pedal support only comes into operation when the bike pedals actually move and it is limited to 25km. You can ride these e-bikes on the road or the cycle lane without any other obligations. A helmet is not compulsory, but it is advisable. These e-bikes are suitable for daily use such as getting to and from work, going shopping, and/or getting to and from school. The bikes tend to have a motor with lower power and a battery with fewer Watts so that the operating radius is lower. The folding bike is easy to transport in the car or on public transport, whilst the carrier bike is ideal for transporting children, going to the supermarket, etc.

- With an electric 'tour' or trekking bike, you can sit in the saddle for longer in a somewhat more athletic position. These bikes are lighter and often very efficient thanks to a powerful motor and a battery with somewhat more Watts. Cyclists on this type of bike often use the derailleur gears to make good progress even in hilly areas. With the 'ordinary' city bike, that is usually a stepless gear hub.

- The electric city bike and the tour bike are not suitable for participation in races and/or riding through woods and fields. Anyone wanting to do those things should opt for an electric racing bike (an e-bike which is geared to races and with the aerodynamic drag and weight kept to a minimum) or a mountain bike. The latter has a very athletic saddle, which is designed specifically for ploughing through the mud and woods. The E-MTB is less suitable for normal cycling. The bike has a powerful motor and battery. Due to the different conversion of power, the operating radius of this type of bike is often smaller, for instance, than the efficient tour or trekking bike.

- An increasingly important segment is the speed pedelec (also sometimes called the high speed e-bike). This is an electric bike with a maximum pedal support of 45km/h instead of 25km/h. A second feature is the bigger operating radius (read: the distance which you can cover with the bike without having to recharge the battery), which is helpful for getting to and from work. This bike makes it possible to cover distances from 15 to 40km quickly and easily. Since 2016, the Belgian government has created a separate category within the highway code for this type of bike, namely the 'moped class P' (speed Pedelec). Bikes in this class must be registered by the Vehicle Licensing Centre (DIV) and are given a number plate. Cyclists using this bike must wear a cycle helmet with CE labelling in conformity to the standard EN1078. Moreover, cyclists



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*The Shimano EP8 e-bike system will be the trendsetter in 2021*  
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must possess a valid driving licence (for a moped or other vehicle). BA (Civil liability) insurance is not compulsory, since that applies only to vehicles which can ride autonomously in excess of 25km/h. Speed pedelecs can certainly achieve speeds of 45km/h, but that requires extra pedal power.

- Separate designs are the electric tandem, usually designed for two people, but there are tandems for more than two people, and the e-bike which is designed specially for transport.

### MOTORS

The motor on an e-bike is located either in the front wheel, in the middle on the frame, or in the rear wheel. Bikes with a front-wheel motor are usually cheaper. They are silent and make it possible to have a frame with a low step-up. You can opt for a front-wheel motor with a sealed chain case which requires little maintenance. The motor takes a few revs to spring into action and the cyclist can get the feeling that the bike is being 'towed'. There is more wheel slip than with other motors. The pedal support from a front-wheel motor is also usually not as powerful.

E-bikes with rear-wheel motor can best be compared to an ordinary bike, since that is also driven by the rear wheel. An e-bike with rear-wheel motor steers more precisely and has a lower weight and more gears. The drawbacks are the weight, which is on the rear side, and the lower degree of stability. It is not even possible in most cases to replace the rear wheel because the software in the pedal support has to be reset.



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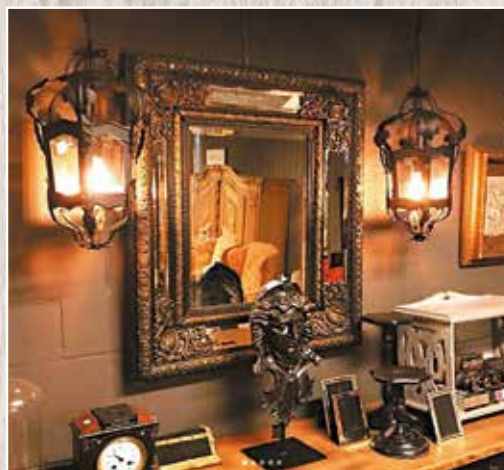
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The most popular model is the electric bike with a motor in the middle. This type offers the best feel and the motor comes immediately into action and transfers its energy directly to the pedal axis. A power sensor measures the force which the legs exert on the pedals and adapts the pedal support accordingly. The slower you pedal, the more the motor 'helps'. Since the motor is fitted low in the middle of the bike, the weight is spread more evenly and that increases stability. Moreover, the motor is not in the way if you need to change a wheel.

### GEARS

When purchasing an e-bike, you have a choice between a hub gear or a derailleur gear. A hub gear deploys sprockets which are fitted in the middle of the rear wheel (the hub). Changing gear is usually done by means of a twist handle and can also be done when the

bike is stationary. Variable gears and/or automatic gear changes are possible. With a derailleur, the sprockets are visible and there is an open chain case (a hub gear has a closed case). You change gear faster and in a more athletic manner, there are more gears available, and, if necessary, you can do the maintenance yourself. The open case and the visible sprockets do require more frequent maintenance and it is not possible to change gear when the bike is stationary. Variable gears are not possible and changing gears automatically is rather limited. Instead of a classic chain, some bikes are equipped with a belt drive. The belts are made of plastic, nylon, and carbon, have a long lifespan, and don't weigh very much. The belt drive requires a lot less maintenance than the chain and does not get rusty. The bike itself is also quieter and lighter since there is no chain case or sprockets. However, you cannot repair the belt yourself and if it gets broken, a new belt will be necessary.



*New at Husqvarna- the Hard Cross HC6 - © Husqvarna*



## BATTERIES

As regards batteries, there is a choice between a removable battery or a battery which is fixed to the bike. You can take a removable battery anywhere and charge it in any location whatsoever, including indoors. It is perfectly possible to take a second and even a third battery with you. That increases the operating radius considerably and is certainly useful for getting to and from work. A fixed battery is less vulnerable to theft (indeed, a thief would have to steal the bike and battery together). Another asset of the fixed battery is the design. The battery can 'disappear' into the bike frame so that you can hardly see it. The drawback of a fixed battery is that you need an electrical connection at the location where you park the bike.

The most common place for a battery is at the rear of the bike under the luggage rack. However, specialists do advise you to opt for a battery in the middle of the bike (e.g. on the frame under the saddle). In this case the battery is safe and well protected and ensures greater stability. The latest generation of batteries is equipped with Li-ion technology. These batteries are smaller, have little or no self-discharge, charge faster, and are more ecological.





*GRAND DURANCE 6 - © Bergamont*

### **NEW DEVELOPMENTS**

Motors and batteries have improved considerably in recent times. Fairly recently, e-bike motors have become even more silent. The latest developments include the integration of electronic devices linked to the e-bike. For instance, you can adjust your bike settings with an app and you can see when your bike is due for a maintenance service. Furthermore, you will also see more and more 'crossovers'. With cars, we are quite accustomed to off-road vehicles being driven mainly on ordinary roads. This is now happening

more with the e-bike, where features of, for instance, an E-MTB (tyres or athletic saddle) are being fitted on bikes which are used mainly on ordinary roads. Another trend is the breakthrough of the carbon (belt) drive. This is not only more silent and sturdy, but also highly durable and low-maintenance, and that's exactly what cyclists in 2021 want from their e-bikes. Other recent developments are e-bikes in bigger sizes (so that taller people even up to 2.15m can also find a suitable bike) and e-mountain bikes with a completely carbon frame.

## MAINTENANCE

E-bike maintenance involves more than just lubricating the chain, sprockets, and brakes. An e-bike requires annual updates and the motor and drive system should be checked. It is best to go to a recognised bike maker or service centre for that annual maintenance. They are trained professionals and know everything about e-bike systems. They can read the data of the bike, just as that has been customary in the car industry for years. The bike computer indicates when periodic maintenance is necessary. Of course, there can always be unforeseen circumstances whereby a bike has to be checked more frequently (e.g. due to salt grit on the roads in winter

or after a fall), but that also applies to 'ordinary' bikes. Preventive maintenance is important because electric bikes are used more often on a daily basis for journeys to and from work, for instance. Traditionally, bikes have often been maintained only when one of the components was not functioning properly. Since it is important to stay mobile, we are seeing an increase in the need for maintenance. Furthermore, the maintenance of an e-bike system requires specialist knowledge, so we advise cyclists to go to bike vendors who know all about e-bikes.





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### TAX BENEFITS

One of the biggest tax benefits is the provision by the employer of a company bike free of tax for the benefit of the employees. In Belgium there are attractive tax opportunities to ride an e-bike relatively cheaply. You can opt for operational leasing whereby the bike is made available to the employee for a certain period, but the bike remains the property of the leasing company. And so, you rent a bike and this scheme is 100% tax-deductible for the employer. You can also buy a bike from your employer in instalments (financial leasing). The costs for this are 120% tax-deductible for the employer. For employees, bike remuneration is fully exempt from tax up to €0.24 per kilometre. Moreover, you can also combine several benefits. For instance, you can have a tax-free bike remuneration

together with the exemption which arises from the provision of a company bike whilst the actual costs are declared as €0.24 per cycled kilometre (fiscal year 2020, income from 2019). If you opt to declare the actual costs, you should not deduct the remuneration from the total amount of the actual costs. Otherwise, you lose the benefit of the tax-free bike remuneration.

Apart from the tax benefits, this also gives employees more exercise. Cycling is healthy for body and mind and cyclists experience less stress from potential traffic jams and lack of parking space.



*E-SUV - © Granville*

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*The right capacity at the right time with the EP8 e-bike system - © Shimano*

### **BIKE CARRIERS**

152

Year by year, more and more e-bikes are being sold and they are also being transported regularly. However, did you know that a lot of bike carriers are not suitable for transporting e-bikes? 'They are much heavier than ordinary bikes and should be transported on a bike carrier which can bear a load of at least 60kg,' comments a spokesperson from Tradekar Beneleux, which, amongst other things, sells the Pro-User® bike carriers for the transport of one, two, three, or four bikes. 'And so, the maximum load is an impor-

tant aspect when choosing a bike carrier. How many bikes are you taking with you? Are you travelling alone or are you taking bikes for the whole family? Another important point is convenience. Do you cycle every week or just a few times a year? Are you looking for a bike carrier which can be tilted so that you can still access the boot of your car once the bikes are fixed in place? Do you want a foldable model which is easy to lift and compact in storage? Or do you prefer a basic model which is very light? Lots of questions, but it's vital to decide which model suits you best.'



*Pro User Diamond TG - Bike carrier © Tradekar*





# ECO-MOBILE HEARD ABOUT KBC FIETSLEASING (BIKE LEASING) FOR THE FIRST TIME LAST YEAR. HOW STRONGLY HAS BIKE LEASING GROWN IN THAT TIME?

**Saskia Raymaekers, manager of marketing and sales:** The number of bikes in leasing rose last year by about 25%, from about 15,000 last year to almost 20,000 this year. About 8,000 bikes have been leased over the last twelve months, so you might think that there should now be about 23,000 bikes in leasing. However, a lot of bikes had reached the end of a contract, and in most cases those bikes were replaced by new lease bikes.

## CAN YOU BRIEFLY OUTLINE ONCE AGAIN THE BENEFITS OF BIKE LEASING FOR COMPANIES AND EMPLOYEES?

**Saskia Raymaekers:** Bike leasing is considerably more accessible than car leasing. It's an ideal way for employers to give employees a benefit. Moreover, cycling is both an ecological and, especially, a healthy way to get to and from work. More and more companies are making the health and welfare of their employees a priority and

providing a bike is a perfect way to contribute to that. No one can deny that it's easier to clear your head during a cycle ride than during a ride in the car.

## ARE BIKE LEASING CONTRACTS CONCLUDED MORE JUST FOR A BIKE OR ARE EMPLOYEES MAKING MORE USE OF A MOBILITY BUDGET (BIKE, CAR, AND TRAIN)?

**Saskia Raymaekers:** At present, most contracts are designed solely for bike leasing. Although a good number of big companies have moved towards the mobility budget, bike leasing means another step forwards. This is probably partly because smaller companies aren't yet sufficiently aware of the legislation on the mobility budget or haven't yet incorporated it. In the future, we can expect to see more and more companies taking advantage of such combinations.

### PEOPLE CYCLED MORE IN 2020 DUE TO CORONA, AS SEEN FROM THE STOCKS WHICH WERE SOLD OUT HERE AND THERE. WAS THAT ALSO NOTICEABLE IN BIKE LEASING?

**Saskia Raymaekers:** 2020 was a great start for KBC Fietsleasing (Bike Leasing), but when the economy just about came to a standstill during the first lockdown, bike leasing obviously also felt the effects. However, during the lockdown, lots of people started exercising and became more aware of the importance of health and welfare. When life returned to a semblance of normality, there was a huge demand for bike leasing. As a result, the summer period ensured that the backlog which had built up during the lockdown was virtually eliminated. May and June were absolute record months for KBC Fietsleasing. And so, you can say that the corona crisis has given cycling, and therefore bike leasing as well, a real boost.

### WHAT IS THE RATIO OF THE VARIOUS BIKES (E.G. ELECTRIC, CITY BIKE, SPEED PEDELEC, RACING BIKE, ETC.)?

**Saskia Raymaekers:** About 75% of bikes in leasing are electric bikes. Recently, we've also seen more and more people opting for a speed pedelec, and that's logical. Indeed, these faster bikes can reach speeds of up to 45km/h, so they're the most suitable for covering longer distances quickly. 18% of the bike fleet is now speed pedelec. With non-electric bikes, in about half of the cases people choose a sports racing bike, and the mountain bike is also popular.

### SEVERAL LEASING BIKES ARE NOW AT THE END OF A CONTRACT. IS THE BIKE THEN USUALLY REPLACED BY THE SAME TYPE OF BIKE OR IS IT TAKEN OVER BY THE USER SO THAT YOU CAN LEASE A DIFFERENT TYPE OF BIKE?

**Saskia Raymaekers:** In contrast to lease vehicles, bikes are usually taken over by users at the end of the contract. The adopted bike is then often used by family members or sold to relatives or friends. Obviously, some customers also opt for a different type of bike at the end of a contract so that there are two different bikes available. Bikes which are not taken over by the user are put up for private sale at the end of the contract. This is done via KBC Remarketing in Londerzeel and via the new KBC Remarketing web site: <https://carsales.autolease.kbc.com>

### AS YOU JUST SAID, CYCLING TO WORK HAS LOTS OF BENEFITS (E.G. FEWER TRAFFIC JAMS AND FEWER EMISSIONS), YET THE PHYSICAL ASPECT IS STILL SOMEWHAT NEGLECTED. HOW DO USERS FEEL ABOUT THIS OR ARE THERE STUDIES WHICH DEAL WITH THIS BENEFIT AND CLEARLY SHOW THE EFFECTS?

**Saskia Raymaekers:** Anyone who cycles to work regularly knows that you arrive fresher at work after some exercise, and it also re-

duces stress. We all know that extra physical exercise has a positive effect on both physical and mental health. There are studies which say that on average cyclists weigh four kilogrammes less than non-cyclists, but I can't say for sure if that is correct.

### IS THERE A 'KBC BIKE LEASE' CLUB TO BRING USERS TOGETHER IN SOME WAY TO SHARE EXPERIENCES?

**Saskia Raymaekers:** There isn't really a club as such, but it might be a good idea. Otherwise, there are lots of initiatives which bring together or try to bring together cyclists, and even commuter cyclists in particular. For example, there's Go with the 'velo' ([www.gowiththevelo.be](http://www.gowiththevelo.be)), an initiative of KBC, Cera, and Mobile 21 which aims to get as many people as possible on the bike. It aims to make cyclists ambassadors who inspire more people to cycle by sharing their experiences and stories.

There are also initiatives such as bike to work ([www.biketowork.be](http://www.biketowork.be)) by the Cycling Association ('Fietsersbond'). This initiative shares routes to and from work, organises events for commuter cyclists, etc. The very existence of such initiatives exist shows that commuter cycling is on the rise.

### IS IT EASIER IN 2020-21 TO PERSUADE COMPANIES TO OPT FOR BIKE LEASING?

**Saskia Raymaekers:** Absolutely. Bike leasing is now much more commonplace and more and more companies and employees really do see the benefits. We also expect that the growing popularity of cycling won't just be a temporary hype, but that cycling will gain even more ground in the future. If more and more government institutions offer bike leasing to their employees, that will also lead to a growing market. A company car isn't really commonplace in government circles, partly due to set pay scales. Bike leasing is a feasible alternative in that respect. A good example there is that Antwerp City Council has given each employee the opportunity to join the cycling programme.

### HOW DO YOU SEE BIKE LEASING IN THE FUTURE?

**Saskia Raymaekers:** KBC Fietsleasing will continue to commit itself to convenience and digitalisation. The online platform Move Smart has been rolled out plentifully by KBC Autolease, and bike leasing will become part of that. Both end users and fleet managers will be able to use lots of functions from this platform. Amongst other things, this platform will enable us to compare different bikes with each other by means of a simulation module so that users can simplify their choices. Both fleet managers and operators will have a real-time view of the status of quotations, contracts, and orders during the entire lease period and it will also be easier to make changes to contracts thanks to this platform. If we systematically link the till systems of participating bike dealers to KBC Autolease internal systems, that will enable us to draw up lease offers more easily and handle the administration more smoothly.

This should also enable cyclists to go to bike dealers for a repair or maintenance service without having to pay for it there in advance. It goes without saying that cyclists who use their bikes more intensively will have a greater need for maintenance services from their dealers. And so, in the near future, we'll be setting up special maintenance packages for intensive cyclists. The platform will ensure that all this can be charted more efficiently.

### FINALLY, WHAT ARE THE MAIN BENEFITS OF KBC FIETSLEASING AS COMPARED TO ITS RIVALS?

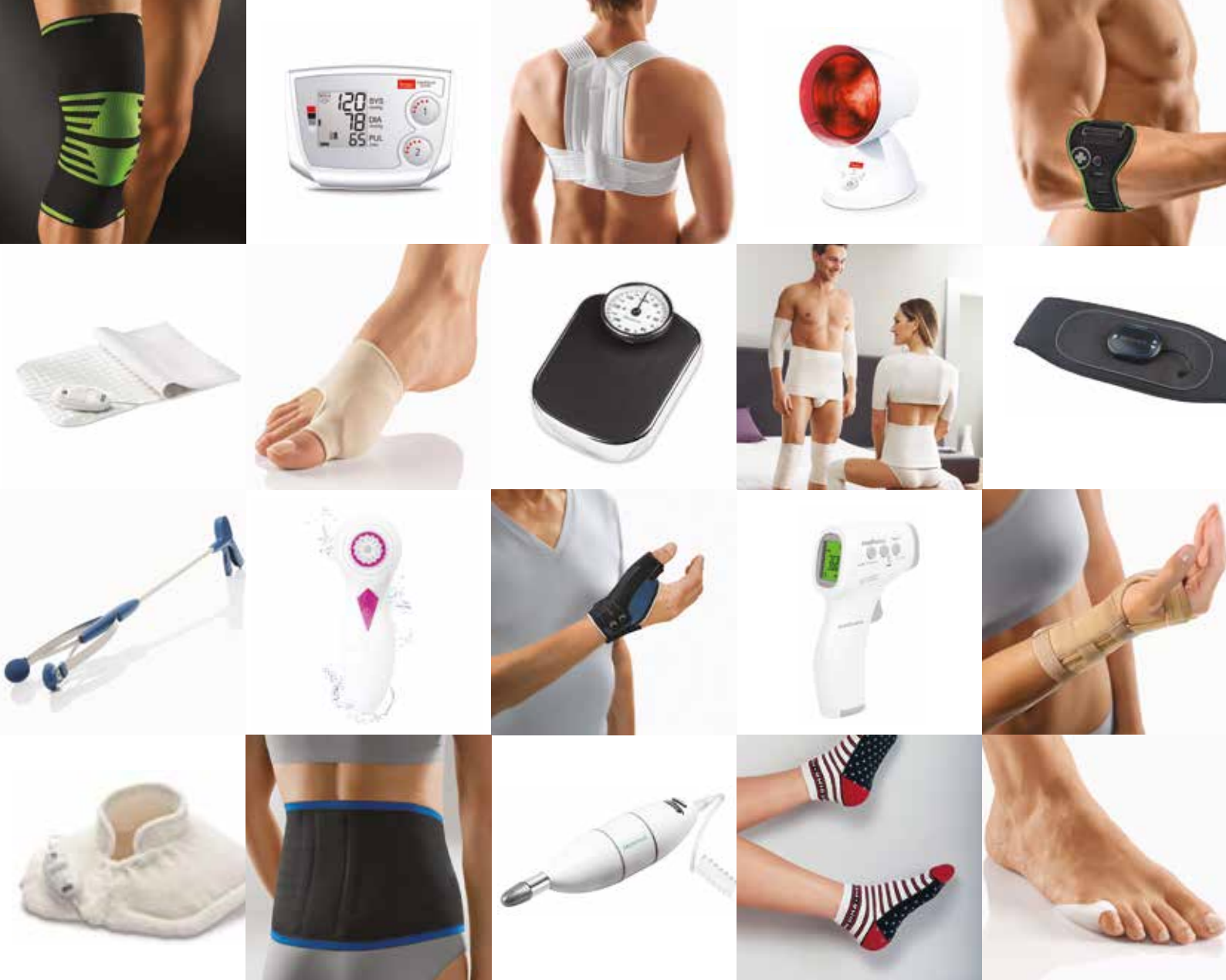
**Saskia Raymaekers:** By working together with local bike dealers, we make it easy for employees to choose a reliable bike dealer from the network of over 400 participating bike dealers. Basically, people have a free choice of bike, but seeing that KBC Fietsleasing aims for quality, KBC Fietsleasing, in co-operation with the bike dealers, has

selected a wide range of quality makes which are suitable for bike leasing. The list of makes is very extensive, so it doesn't really limit the choice as such, but you are sure that you're opting for a quality bike to give you lots of pleasure.

We also give KBC Fietsleasing customers full peace of mind by digitalising the service, in co-operation with KBC and KBC Autolease.

Bike leasing is a growth market where KBC Fietsleasing was one of the first players, but new players are joining the market all the time. By innovating, developing, and digitalising constantly, KBC Fietsleasing aims to sustain its current strong position. KBC Fietsleasing now has almost 20,000 users. By listening to the input and experience of our customers, we can continue to improve our service and adapt it to the needs of users.





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# A HEART FOR BEAUTY

Art Center Horus now has four branches and has become a leading gallery in the exciting world of art. However, for manager Niña Van den Bosch and her team, it goes far beyond exhibiting and selling art. 'We're a very open gallery and continue to commit ourselves day after day to inspiring our visitors and sending them home with that feeling.'

Text: Wim Vander Haegen – Pictures : Art Center Horus



*The hidden – Katharina and Melanie – Philipp Weber*



*Bless 3 Antonia – Philipp Weber*

### WARM OPENNESS

Our country abounds in art galleries, but obviously they are not all the same. Art Center Horus in Sint-Martens-Latem, Knokke-Heist, and Laren (the Netherlands) isn't an elitist group which exhibits art in all its forms. The galleries exude hospitality, openness, warmth, and energy. Niña Van den Bosch wants to convey a message of enthusiasm, joy, positivity, and amazement. Together with beauty and the exceptional quality and professionalism of our artists, that gives added value which both our visitors and our artists greatly appreciate. Anyone who comes along to Art Center Horus will find a familiar location. A location where people like to stroll in, feel good, and discover art at their leisure. Typical of our four centres is the hearty openness whereby we welcome, guide, and support people in their perception of art. And we extend that welcome in the broadest sense; indeed, we're open every day.'

### LIKE TO SEE

From the very start (now twelve years ago), Horus Art Center has always been on the move and will continue to be so. 'We're not a static art gallery, but an ambitious and dynamic platform with lots of expositions. We regularly present new artists, but at the same time we stay loyal to regular artists who have helped shape the face of our gallery over the years.'

Niña works exclusively with artists in whom she believes for the full hundred per cent. 'Art is highly personal, but it's always about authenticity and inspiration. 'Like to see' is the key concept here. I love my artists and their work. I like to pass on that passion to other people, both in the art gallery and the adjoining garden and to people at home. A beautiful work of art gives an interior something extra special, but the opposite is true as well; an elegant interior helps a work of art come into its own. That's why I like to visit people in their homes to advise them how they can best integrate a work of art into their interior or their garden.'

### THE POWER TO INSPIRE

Spacious rooms with plenty of light, an elegantly designed model apartment, and an attractive bright green garden with a pond and patio: 'The interior and the garden in Sint-Martens-Latem add to the art works and vice versa. The harmonising element is a heart for beauty. You can also find that approach in our fixed abode on the seafront in Knokke-Heist and, since 2019, in the splendid artistic village of Laren in the Netherlands. All our galleries aim to give our artists every opportunity. I don't invest in them because of their name or the economic benefits which they can yield, but simply because they've earned it. Obviously, each artist has his or her own voice, style, and palette. Yet what they share is their deep humanity, veracity, and the power to inspire. That makes their art so beautiful and precious.'

### IBEX COLLECTION

Unique in Horus Art Center is the IBEX collection. 'And we're rightly proud of it. IBEX is a leading art collection of the highest class in super realism and realistic contemporary figurative art. The team behind the IBEX story have travelled the world to set up a collection which is unprecedented. The result is a cluster of the best talent with the finest brush strokes. Art Center Horus offers the opportunity to be part of a piece of history and to discover how powerful this super realistic art is. IBEX, and by extension all our other works of art, can perfectly well be the example of 'investment art'. Apart from the artistic added value, investing in art also means a switch into the future. The value of a beautiful work of art only increases over time and that's a nice encouragement in these uncertain times.'

### ART FOR COMPANIES

Horus Art Center not only sells art, but also invites companies to rent it. 'Hiring art is fiscally attractive for any company. Yet here, too, it's always our goal to create added value. That can express itself in a pronounced dynamism, innovation, structure, and labour tangible in the work of art. Primarily, we want to present art to suit the business culture. Companies can purchase that work of art later, if they wish. During our contacts, we like to give advice about how all this works.'



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We also see the intrinsic values which Horus Art Center embodies in Niña Van den Bosch's car. 'I drive around every day in a Tesla Model X and that's no coincidence. It's not only the stylish design which appeals to me, but also the practical side yields nothing but benefits. There's plenty of luggage space, the car is fiscally attractive, and the driving comfort gives a nice feeling. In this way the car fits in perfectly with the objectives of the art gallery: beauty and a nice feeling, that's what it's all about.'

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*Flying heart – Luo Li Rong*



*Précieuse – Luo Li Rong*



# De verborgen parel

Warelles, nog nooit was  
een appartement zoveel villa!

Warelles is een architecturaal hoogstandje. Verborgen op een prachtig, afgesloten landgoed. 18 gestapelde villa's en 5 heerlijke penthouses, elk met een indrukwekkend terras. Hier woon je in een groene oase op het einde van een doodlopende straat, in de meest residentiële buurt van Rumbeke, vlakbij het Sterrebos. Je wordt omringd door stilte en rust, voor een altijddurend vakantiegevoel thuis. Het perfecte decor voor uitzonderlijk vastgoed in hartje West-Vlaanderen.

## — De verborgen parel van Rumbeke

“In een tijdspanne van 5 jaar komen er circa 1000 nieuwe appartementen in Groot Roeselare. Met Warelles willen wij ons hiervan duidelijk onderscheiden”, aldus bouwheer Patrick Debusseré van Wright Projects.

“De gestapelde villa's zijn allemaal verschillend qua indeling, grootte en terras. Het tijdloze ontwerp van Warelles is hét laatste meesterwerk van wijlen toparchitect Hendrik Vermoortel, gebaseerd op het iconische Fallingwater van Frank Lloyd Wright. Hendrik vond hierin zijn inspiratie voor

de overkragende terrassen die Warelles typeren en waar je als bewoner optimaal van kunt genieten.”

## — Gestapelde villa's

Bij de creatie van dit ontwerp werd bewust gekozen om geen klassieke appartementsbouw te realiseren. “We spreken van gestapelde villa's omdat de bewoners de voordelen hebben van een villa, zonder de nadelen. Net zoals ze de voordelen hebben van een appartement, zonder de meestal gebruikelijke nadelen”, legt Dhr Debusseré uit. Zoiets moet je zelf ter plaatse zien. Vél ruimte, privacy, rust en comfort zijn de peilers die



elke bewoner weet te smaken. Warelles steek je in geen vakje, het is gewoon anders. Ongezien in appartementsbouw.

## “Een visionair project in deze coronatijden

Binnen, buiten en omgekeerd. De gigantische leefterrassen maken volledig deel uit van je leefomgeving, waarbij de overkraging, zonder storende steunbalken, maakt dat je quasi het ganse jaar door kan genieten van de buitenruimte. Samen met de liften die in open lucht open gaan op het gelijkvloers en de brede overlopen met grote draai-kiepramen kun je dit project in deze coronatijden gerust visionair noemen.

### — Verlangen naar privacy en rust

Warelles is gelegen op een afgesloten domein in de meest residentiële buurt van Rumbeke. De unieke ligging, vlakbij Roeselare, met vlotte bereikbaarheid tot belangrijke invalswegen en de parkomgeving zijn eigen aan dit nieuwbouwproject. De hoefijzervorm van het gebouw is een primeur welke toelaat optimaal te genieten van de groene oase, zonder enige inkijk en met een maximale privacy.

### — Verlang je naar meer luxe en comfort?

“Voor elk villa-appartement en penthouse is een voorbeeldplan uitgetekend. Maar zelf in deze fase van het project kan je de volledige indeling én afwerking nog zelf bepalen, persoonlijk begeleid door een interieurarchitect van Obumex, samen met onze eigen interieurarchitect. Met oog voor esthetiek, functionaliteit en je persoonlijke wensen, zal je thuis komen in een uniek interieur. Hiermee geven we de kopers een enorme vrijheid die men nergens anders krijgt”, benadrukt Patrick Debusseré.



Meer dan 60 eigenschappen werden opgelijst om Warelles te onderscheiden van de traditionele appartementsbouw. Kom deze zelf ter plaatse ontdekken. Nog nooit was een appartement zoveel villa!

Warellesgoed 10,

8800 Rumbeke

[warelles.be](http://warelles.be)

## Bezoek als eerste het ingerichte modelappartement van Warelles

### Maak uw coronaveilige afspraak

De gestapelde villa's van Warelles moet je zelf zien én beleven. Alleen dan ervaar je de unieke sfeer op het afgesloten domein. We leiden je rond en vertellen je honderduit over het unieke concept en alle voordelen. Als kers op de taart kan je als eerste het spiksplinternieuwe én ingerichte modelappartement bezichtigen.

### — Boek uw afspraak via

[www.warelles.be](http://www.warelles.be)  
[wonen@warelles.be](mailto:wonen@warelles.be)  
051 920 912

## Peking to Paris

### — The Ultimate Motoring Challenge

Patrick Debusseré nam in 2019 deel aan 's werelds langste en zwaarste rally voor vintage & classic cars. De helse rit van Peking naar Parijs eindigde voor het sterke team op het podium. Maar leverde ook een schat op aan foto's en verhalen van andere deelnemers. Dit alles werd samengebracht in een uniek verzamelstuk waar elke oldtimer fanaat uren van zal genieten.

Meer info: [www.peking-to-paris.com](http://www.peking-to-paris.com)



MAASMECHELEN VILLAGE

# Ontdek Maasmechelen Village

Midden in de prachtige  
Limburgse natuur, vlakbij  
het drielandpunt waar  
België, Nederland en  
Duitsland samenkomen, ligt  
Maasmechelen Village.



## Meer dan 100 boetieks

Deze elegante winkelbestemming huisvest merken zoals BOSS, The North Face en Polo Ralph Lauren. Geniet het ganse jaar door van **prijzen die tot wel 60% lager liggen dan de aanbevolen retailprijzen.**

## 363 Dagen per jaar open

De boetieks zijn elke dag open van 10 tot 19u, ook op zonen feestdagen.

## Een adembenemende omgeving

Combineer winkelen met een wandel- of fietstocht, een overnachting en lokale sterrengastronomie.\*

## Meer info?

Plan je bezoek op [MaasmechelenVillage.com](http://MaasmechelenVillage.com)



MAASMECHELEN  VILLAGE

A MEMBER OF THE BICESTER VILLAGE SHOPPING COLLECTION®

\*Afhankelijk van de geldende maatregelen.

# GENIET VAN HET GOEDE LEVEN

La vie en rose? Of liever la vie en vert? Kom overnachten aan de rand van de groene oase Nationaal Park Hoge Kempen. Vanuit het Terhills Hotel vul je je dagen zoals je zelf wilt. Met shoppen bij de meest exclusieve boetieks in Maasmechelen Village, met wandelen of heerlijk onthaasten bij het unieke wellnesscomplex Elaisa Wellness. Info en reservatie via [www.terhillshotel.com](http://www.terhillshotel.com).



Dankzij onze verschillende arrangementen kan je proeven van de leukste trekpleisters op en rondom Terhills!



**TERHILLS**  
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[terhillshotel.com](http://terhillshotel.com)

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MEUBELS EN PERSOONLIJK ADVIES  
VOOR EEN KARAKTERVOL INTERIEUR EN EXTERIEUR



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ONTDEK ER AL UW FAVORIETE MERKEN.

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# A COMPLETE AND HARMONIOUS OUTDOOR EXPERIENCE

How do we transform cooking outdoors from a lonely activity into a group experience? Five years ago, with that question in the back of their minds, OFYR created their first design cooking appliances. Countless restaurants and hotel terraces all over the world, large-scale events, and numerous gardens worldwide immediately embraced the concept. The success is based on meeting the basic human needs for connection, authenticity, and outdoor living.

Text: Wim Vander Haegen – Photographs: OFYR



## THE ART OF COOKING OUTDOORS

In 2015, founder Hans Goossens created OFYR to give outdoor cooking a new dimension. He has transformed what was originally a lonely activity into a shared experience of the most precious moments with friends. The concept was introduced in the Netherlands and now sells in over 90 countries. Originally, the concept revolved solely around cooking appliances, but the immediate success craved more. Supported by a team of designers, the deviser has since added a series of outdoor furniture, applications, and accessories of top quality to the line. OFYR is no longer just a product, but a complete outdoor lifestyle concept. Why is OFYR so successful? What drives interest in the OFYR concept? We attribute that to the unique simplicity, multifunctionality, and unique design which together form a complete new way of entertaining and cooking outdoors. The multifunctionality of OFYR finds expression in the countless recipes which you can prepare. Indeed, OFYR can be used anywhere and brings people together around the fire during all four seasons.



OFYR Pizza oven



More than just grilling



OFYR stands for a uniform outdoor concept.

## THE COVID 19 EFFECT

It is often suggested in the media that the covid 19 crisis is the main reason for the growing trend towards more outdoor living. Frank van Vliet, commercial director of OFYR Global says: 'We don't believe that the covid 19 crisis on its own is the sole reason for this development. As with video telephone calls or the focus on health, we've witnessed the acceleration of a trend which was already present in society. In our busy lives, people are looking for an experience in natural beauty, connection, and authenticity. And those elements are inherently part of OFYR as a brand.'

'People are simply social beings,' adds Guy Weyts, who has also written an OFYR cook book in the meantime. The chef sees something of a dual movement. 'In many countries, restaurants, event locations, and hotels have had to close their doors. 2020 has been an incredibly difficult year for the sector and the situation is still far from healthy. Yet there's always been a desire for tasty food and gathering in small groups.'

## OUTDOOR COOKING: MORE THAN GRILLING

Outdoor cooking is often identified with grilling meat. Yet OFYR is much more than that. Basically, OFYR is a wood-fired, plancha-style hot plate. This cooking technique stands out for its purity; there's no direct contact with the flames, so the food doesn't encounter the smoke from burnt juices or fats. Moreover, thanks to the unique cone-shaped design and the shape of the ring, there are different temperature zones on the ring.





This allows to prepare any type of meat, fish, eggs, vegetables, or fruit. Cooking is possible with vegetable oil and juices, whilst excesses ebb away in the fire. The plate does not exude any flavour. Thanks to an extensive series of accessories, this versatile cooking appliance combines scores of cooking techniques which users can combine to their heart's content. When we mention accessories, we are not referring to aluminum disposable trays. One device, together with the available accessories, makes it possible to cook on the plate, grill churrasco in Brazilian style, put a traditional grill or skewers over the fire, to slow cook on cedar wood planks, and even to bake in a real oven.

Whether it is a professional who cooks or an enthusiast at home, both will feel the appealing effect of the flames whereby the guests gather around the fire together with the chef. An ideal starting point for conversation and connection. Thanks to the pleasant heat from the appliance, guests can gather around the fire 365 days per year in all seasons.

### WHEN SPACE MATTERS

All over the world people make creative use of space. OFYR has thought of the smallest terraces with Tabl'O, a compact table model on durable coconut briquettes. And the brand is still faithful to its multifunctionality; even for Tabl'O there's a grill and a casserole set

to experiment with cooking, baking, and grilling. Fondues, raclette, vegetables, or soups. Not just versatility is the key word, but modularity is also crucial at OFYR.

With the OFYR-PRO line, both the appliance and all the furniture are on wheels. That's not only handy for professionals, but also for those looking for flexibility. A sheltered outdoor kitchen in winter and placed in the sunniest part of the garden in the late summer? This mobile arrangement also allows for easy terrace maintenance. New are the set-up wood inserts, which transform the PRO line storage space into open or closed cupboards.

### PRODUCT LAUNCHES

Innovation is in the OFYR DNA. In 2021, amongst other things, a real pizza oven and a set of cast iron cooking pans are in the pipeline. The OFYR pizza oven consists of a two-sided cast iron plate, a pizza stone on top, and a double-walled steel cover, with the outside rotating around the inside. This means that the opening can be adjusted and the heat can circulate inside the cover. A pizza shovel completes the experience. Also new this year is the rotisserie set. This roasting spit adds another layer to the OFYR cooking experience: allow tasty kebabs, a delicious chicken, or a whole pineapple to twine over the fire. You can also easily attach a Dutch oven to the supplied hook.

### A UNIFORM OUTDOOR KITCHEN

In the meantime, OFYR has introduced a complete concept for outdoor kitchens. Apart from the cooking units, inserts, and other storage solutions, mise en place tables and Kamado units provide a harmonised look and style for any outdoor space. This is how OFYR ensures a completely new outdoor lifestyle.

Nowadays, people appreciate that relaxing time in the open air more than ever before. They enjoy the natural beauty and

surrounds and the beautiful everyday moments close to home. The OFYR design aspect also plays a part in that. If it's not in use, it serves as a sculpture for any garden, the place par excellence where we now spend so much more time than before.

[www.ofyr.be](http://www.ofyr.be)



### ON A COLD, YET SUNNY DAY

You need rather special people to change the playing rules in a traditional market. Imagine a person who has worked in the bank and asset management sector for over 30 years and wants to develop his own consumer product. That's exactly what Hans Goossens did five years ago at the age of 58. He swapped his Italian tailored suits for working gear and developed the first cooking appliance for people to meet together outdoors. What was he thinking of at that time?

On a cold, yet sunny day in 2015, Hans was standing in his garden. He imagined how good it would be to light a fire and meet with friends to prepare some tasty food and create some precious moments and memories together. Hans wanted a real fire. He wanted to feel the heat and see the flames. He wanted really tasty food, with the cuisine being an experience. He wanted a real sense of meeting with friends, really connecting with them, and enjoying precious moments. Then, the OFYR founder devised the first cooking appliance ever for outdoors, where people gather around the fire to cook together. That should be the starting point of unforgettable moments and conviviality in every season. Moreover, it should be an appliance which is also a sculpture, unique thanks to its iconic design.



Founder Hans Goossens (left) with chef Guy Weyts.

”

# We kennen reeds uw koper.

**Met meer dan één miljoen  
zoekende klanten wereldwijd ...**

... kennen we reeds de koper die de waarde van uw eigendom zal erkennen. Staat U op het punt om uw pand te verkopen? In dat geval kan U genieten van onze exclusieve allesomvattende dienstverlening alsook ons uitgebreide netwerk van potentiële kopers... Onze dienstverlening is speciaal door volgende redenen: we staan onze klanten bij met persoonlijk advies, we schatten met precisie uw eigendom, we bemiddelen bij het juiste cliënteel en onder de juiste zoekende klanten.

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