



# SUPERCHARGED

THE INDEPENDENT MAGAZINE FOR TESLA OWNERS AND ENTHUSIASTS

JUNE 2020 N°15



**MODEL Y**  
The S3XY line up  
is complete!

**STARS ON ICE**  
Tesla Winter  
Experiences

**GIGAFACTORY**  
Berlin getting  
started

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DEAR NEWEST OWNERS !  
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DEAR READERS,  
DEAR TESLA OWNERS AND CLUB MEMBERS,  
DEAR RESERVATION HOLDERS,  
DEAR SHAREHOLDERS,  
DEAR EV ENTHUSIASTS,  
DEAR SPACE TRAVELLERS,



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In these hectic times, we are hoping that everyone is safe and taking care of each other.

Club members took their part in the fight against the Coronavirus, for example by registering as a driver that wanted to help with logistics to essential locations. We also reached out to Tesla after Elon's tweet regarding the enlisting for ventilators. In Europe some reached Spain.

**We are 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.**

Our Friend Starman also provided a free courtesy coloring book that will keep our padawans creative and busy for a little while. [StarmanColoringBook.com](http://StarmanColoringBook.com)

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**Welcome** to your fifteenth 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, we grow every day ! 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>

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. We look forward to hearing from you, contact us through our Club website. Thank you for your ongoing support and trust.

For this fifteenth edition, we have prepared a very interesting agenda. As the Model Y deliveries kicked off in the United States, our Club's friends and Owners gave us the opportunity to see the Model Y upclose with great insights. Many of us are waiting for their Model Y that will most likely be built at the Berlin Gigafactory for Europe. Patience and for now, enjoy the detailed interview of Lester Huynh and Mark Paoella. Last but not least, also a great encounter as Tesla fans have no age barrier. We reached out to Jason Meckmann, 9 years old from Switzerland, who broke the internet with his great drawings of Teslas including the Model Y. He became an even bigger fan when his mother Jessica got her first Tesla last year, a Model 3.

As you know, we have an outstanding Ecosystem and Community with Finest peers. It just got better ! Damien Van Achter joined us by acquiring a gorgeous Model 3. Damien van Achter, is a Belgian former journalist who now spends much of his time sharing his expertise with students of journalism, communications and marketing. Innovative technologies have always played a key role in his personal and professional life. Naturally, this includes a keen interest in Teslas. Let's meet Damien !

Yet another Cocorico ! We met with Tony Gillet, a Belgian former car and motorbike racing driver who won championships in many different categories, from rallying to Formula 2. At the same time, with his engineering expertise and experience in motorsports, he was always interested in developing his own cars.

He transformed his first car in 1968, with a modified Renault 4 for rallying. In 1991 he founded Gillet Automobiles, most famous for designing and producing the Vertigo supercar. Besides new developments for the Vertigo, his current projects now include designing lightweight bodies and chassis for electric cars. Let's hear his stories and learn more on his projects !



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These hectic times have many downsides but perhaps we have to embrace the opportunities to gather data for example. How has the Coronavirus impacted the Environment during these confined times? We reached out to Transport & Environment, to review with the identified facts and figures, rather unusual results as traffic never stands still.

How would you like to drive a Tesla on a circuit on a frozen lake? That's what some of our readers have been doing before the lockdown. Tesla organised a great weekend for some lucky owners from the Benelux region, while Tesla clubs in Norway and Finland organised their own events. We spoke with some of the participants to find out more.

As we just exited the Winter Times, we were very pleased to see all the wonderful pictures and quality time feedback spent during the 'Tesla Winter Experiences'. We reached out to Johan Calus and Steven Curfs - Tesla Winter Experience Ostersund (Sweden); Tom Sjötn (Double experience in Sweden and Norway) and Vigdis Asbjornsen - Vintertreff 2020 (Norway) in order to hear it from the sources.

Sometimes, the internet is where the magic happens. On April 8<sup>th</sup>, 2020, the well known Community member -providing richful content through their podcasts- **Third Row Tesla Podcast** poked Elon Musk on Twitter as a *'Tesla Kid guy who was flying drones over Gigafactory Berlin almost got arrested the other night'*. Third Row Tesla Podcast endorsed the idea and supported the suggestion *'to get Tesla to give him permission to keep flying as he had good videos'*. The Tesla Kid was named Silas Heineken aka Tesla Kid Grünheide. Let's hear his story as he shares the first amazing drone footage of the Berlin GigaFactory onsite work kicking off.

And more topics in this edition.

On behalf of Tesla Owners Club of Belgium vzw/asbl,

**Martin Gillet**

Vice President Global Communications and Marketing Tesla Owners Club Belgium asbl/vzw.

**Disclaimer:** *Tesla Owners Club Belgium is an independent enthusiast non profit organization under Belgian laws and is not affiliated with Tesla Motors, Inc. or its subsidiaries. TESLA, MODEL S, MODEL X, MODEL 3, POWERWALL and the "TESLA", "T" and "TESLA and T Flag" designs, and certain other marks, are trademarks or registered trademarks of Tesla Motors Inc. in the United States and other countries.*



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**VOLUME 15, JUNE 2020 | SUPERCHARGED** – The independent magazine made by and for Tesla Owners & enthusiasts | CORRESPONDENT EDITOR: Martin Gillet | CIRCULATION: 20000 copies (excluding additional distribution) | FREQUENCY: Quarterly | Distribution: Tesla Owners Club Belgium members | EDITORS: Anja Van Der Borght, Ruud Van De Locht, Dimitri Van Moerkercke, Wim Vander Haegen, Jeroen Coteur, Niko D’hont, Martin Gillet | PUBLISHER: AMG Group p/a Event Expo België – Atomveldstraat 8 bus 6 - 9450 Denderhoutem | DESIGN: Event & Expo Belgium | PRINTING: Quadra - Drifosett (this magazine uses 100% ecological paper) | SALES: Erik De Ridder – tel.: 0486 13 13 13, e-mail: [edr@eventbox.be](mailto:edr@eventbox.be) | ADMINISTRATIVE & TRAFFIC ADVERTISEMENTS: Event&Expo Belgium – Hilde De Ridder – tel 09 228 22 84 – email: [traffic.leo@telenet.be](mailto:traffic.leo@telenet.be) | COPYRIGHT: No part of this publication may be used, reproduced or copied without express permission of the publisher | Cover photo Credit: Lester Huynh | SUBSCRIPTION: May be ordered from Dominique – e-mail: [dominique@event-expo.be](mailto:dominique@event-expo.be) for the cost of mailing (20 euros/year) **'Shout out and thank you to our proof readers that have helped reviewing this edition. Namely Chris and Philippe'**



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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>

## 2020 CLUB NEW YEAR'S RECEPTION : FEBRUARY 7<sup>TH</sup> HOF TER IMDE

What a great way to start the New Year ! Thank you all for a cheerful and delightful evening. Thank you to our sponsor Van Dessel and Restaurant Hof Ter Imde for having us. Thank you for your trust and support. We had a delightful evening along with a tasteful diner.



The full pictures debrief is available here <https://tinyurl.com/TOCB202001NY>  
Credit Martin Gillet

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# NEXT EVENTS & CLUB EVENTS

All Club events can be found under [TeslaClub.be/Events](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. 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.*

## **EARTH DAY 2020 (CANCELED)**

This cheerful gathering planned in good company was sadly canceled.

## **FREE THE DATE : TESLA WORLD WAS COMING BACK (CANCELED)**

Since our first Conference 'Tesla World' and the amazing Agenda and speakers lined up, we have been giving a lot of thoughts on the next Conference. We gave birth to Tesla Owners World. Based on recommendations and analysis on the current situation, we sadly had to cancel this major EVent as well.

All future EVents 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 : [TeslaClub.be/Events](https://www.teslaclub.be/Events)**

**CHAMPAGNE TOUR 2020 TO TAKE PLACE IN THE SUMMER SHOULD ALL SAFETY CONDITIONS BE MET'. STAY TUNE.**

# NEWS IN A NUTSHELL

## **TESLA SHOP DISCOUNTS CODE FOR CLUB MEMBERS**

Tesla is very pleased to offer Club Members a yearly discount on Tesla Shop (some restrictions may apply). This courtesy code is provided to all registered members. Registration is free, if not already done, register now in order to stay up to date and enjoy these benefits.

[TeslaClub.be/Membership](https://www.teslaclub.be/Membership)

*Martin Gillet*

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Onlangs is het exclusieve draadloze platform uitgebreid met de Formation Flex®. Deze compacte luidspreker is door zijn ontwerp zeer flexibel en kan gebruikt worden als losse speaker of worden gekoppeld aan een tweede Formation Flex® voor een ultieme stereoeervaring. Je kunt de Formation Flex® ook koppelen aan andere luidsprekers uit de Formation-reeks, voor een home-audiosysteem of 5.1-surroundervaring.

Bowers & Wilkins Formation is onder andere te beluisteren bij onderstaande dealers. Een totaal overzicht van de Bowers & Wilkins Formation verkooppunten vind je op [bowers-wilkins.nl](http://bowers-wilkins.nl)

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## TESLA OWNERS CLUB BELGIUM AND BOLT ENERGY ARE JOINING FORCES !

Bolt is the first sustainable energy platform in Belgium that makes it possible and super easy to buy electricity directly from local, green energy producers. You decide yourself from which one of the 60 Belgian entrepreneurs you get your energy. From farms with biogas installations to a tennis club with solar panels or a hydropower plant on the Meuse. By buying your energy locally, you know exactly where your energy comes from and where your money goes. This way Bolt wants to put an end to the greenwashing of Belgian energy contracts with foreign certificates.

In other words, to make sure that your sustainable electric car also runs on sustainable electricity, you should know who is generating your energy and where it comes from. Through TOCB and Bolt, you can now make a conscious choice for real energy from real people. But that's not all, in the months to come Tesla Owners Club Belgium and Bolt will look into an application to measure and visualize the sustainability of the electricity you use to charge your car.

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**BoltEnergie.be**

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## TWO NASA ASTRONAUTS HAVE SUCCESSFULLY TRIED SOMETHING COMPLETELY NEW: RIDE A SPACEX SPACESHIP

On May 30<sup>th</sup>, the veteran astronauts Robert "Bob" Behnken and Douglas "Doug" Hurley have successfully launched aboard SpaceX's Crew Dragon vehicle from NASA's Kennedy Space Center as part of the Demo-2 mission (DM-2). This is the first crewed launch from the U.S. since NASA's space shuttle program ended in 2011. Everything went according to plan (besides a rescheduled launch attempt due to weather conditions). The mission reached the International Space Station (ISS) after a journey of little less than 19 hours. After a myriad of checks and procedures, they successfully docked. Astronauts will spend up to 3 months up there. The exact duration of their mission is yet to be determined.

We'll come back to this major achievement in our next editions.

Source & Credit Space dot com

Read the full story <https://tinyurl.com/NASASXMAY20>



Source & Credit Elon Musk Twitter



## BABY GRIMES & ELON LANDED

Grimes gave birth to a healthy baby boy on Monday, May 4<sup>th</sup>, according to tweets from the father, Tesla founder Elon Musk. "Mom & baby all good," he tweeted. We are congratulating the Proud Parents and say a warm welcome to X Æ A-12. "The Best is yet to come".

## HIROMICHI MIZUNO JOINING TESLA BOARD AS NEW INDEPENDENT DIRECTOR

April 24<sup>th</sup> : Tesla Welcomes Hiromichi Mizuno as New Independent Director to its Board.

<https://tesla.com/blog/tesla-welcomes-hiromichi-mizuno-new-independent-director-its-board>

## TESLA DELIVERED 88,400 VEHICLES IN THE FIRST QUARTER, BEATING EXPECTATIONS

Tesla delivered 88,400 vehicles in the first quarter, beating most analysts expectations despite a 21% decrease from the previous quarter as the COVID-19 pandemic put downward pressure on demand and created logistical challenges. Read the full story from TechCrunch <https://tinyurl.com/TC88400>

## TESLA REACHING THE 1,000,000 CAR PRODUCED

In Early March, Elon congratulated, via Twitter, all teams for producing the 1,000,000 car : "Congratulations Tesla team on making our 1,000,000th car!!"



Source and Credit Elon Musk on Twitter- Tesla 1M Car

Martin Gillet

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## EUROPEAN UNION TOURISM PACKAGE : Q&A ON SUMMER TRAVEL INFORMATION AFTER CORONAVIRUS

Will I be able to travel abroad with my #Tesla this summer? How can I get information about where restrictions are still in place?

Your questions are answered in the tourism package Q&A. Find the answers you need <https://tinyurl.com/SCEUInfos>

### Eligibility

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When will the FSD Computer upgrade be available for me?  
Owners with Full Self-Driving Capability can check when the FSD Computer upgrade is expected to be available by confirming their region and configuration.

## FSD UPGRADES FROM APRIL FOR 2.0 AND MARCH FOR 2.5

Regarding the Full Self Driving and Infotainment Upgrades, kindly check the updates provided by Tesla (switch to US country if redirected) :

<https://www.tesla.com/support/full-self-driving-computer?redirect=no>  
<https://www.tesla.com/support/infotainment?redirect=no>

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## TESLA OWNERS CLUB FRANCE VIVE LA FRANCE

It was a missing part in the Official Tesla Owners Club in Europe. We are very pleased to welcome the Official Tesla Owners Club for France. Vive la France ! We look forward to meet and greet and common Events. We not only share the good vibes for Food and Wines but we also speak French.

Welcome aboard Tesla Owners Club France.

<https://www.facebook.com/groups/clubteslafrance/>

*Martin Gillet*

**Join the daily only conversations and news on twitter with the Community and over 11800+ peers, join us <https://twitter.com/teslaclubbe> Hashtag #TeslaClubBE and Facebook <https://www.facebook.com/TeslaClubBE/> - Share your stories and report news. Sharing is caring !**

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Thanks to our main **Partners**, we can keep the membership of the **Tesla Owners Club Belgium** for free:



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A special thanks to the Tesla Leadership and the Tesla Owners Club Program for nurturing this amazing community. Thanks to all the Tesla staff and all parties involved. Don't drink and drive.

# MODEL Y

## THE S3XY LINE UP IS COMPLETE!

While we are still awaiting arrival dates for the Model Y in Europe, the first deliveries in the US started mid-March. We caught up with Lester Huynh, Mark Paoella and Jason Meckmann - two happy new owners and a young Tesla fan - for their first impressions...

TEXT: JOANNA PAYS AND MARTIN GILLET

### LESTER HUYNH MY NEW MODEL Y

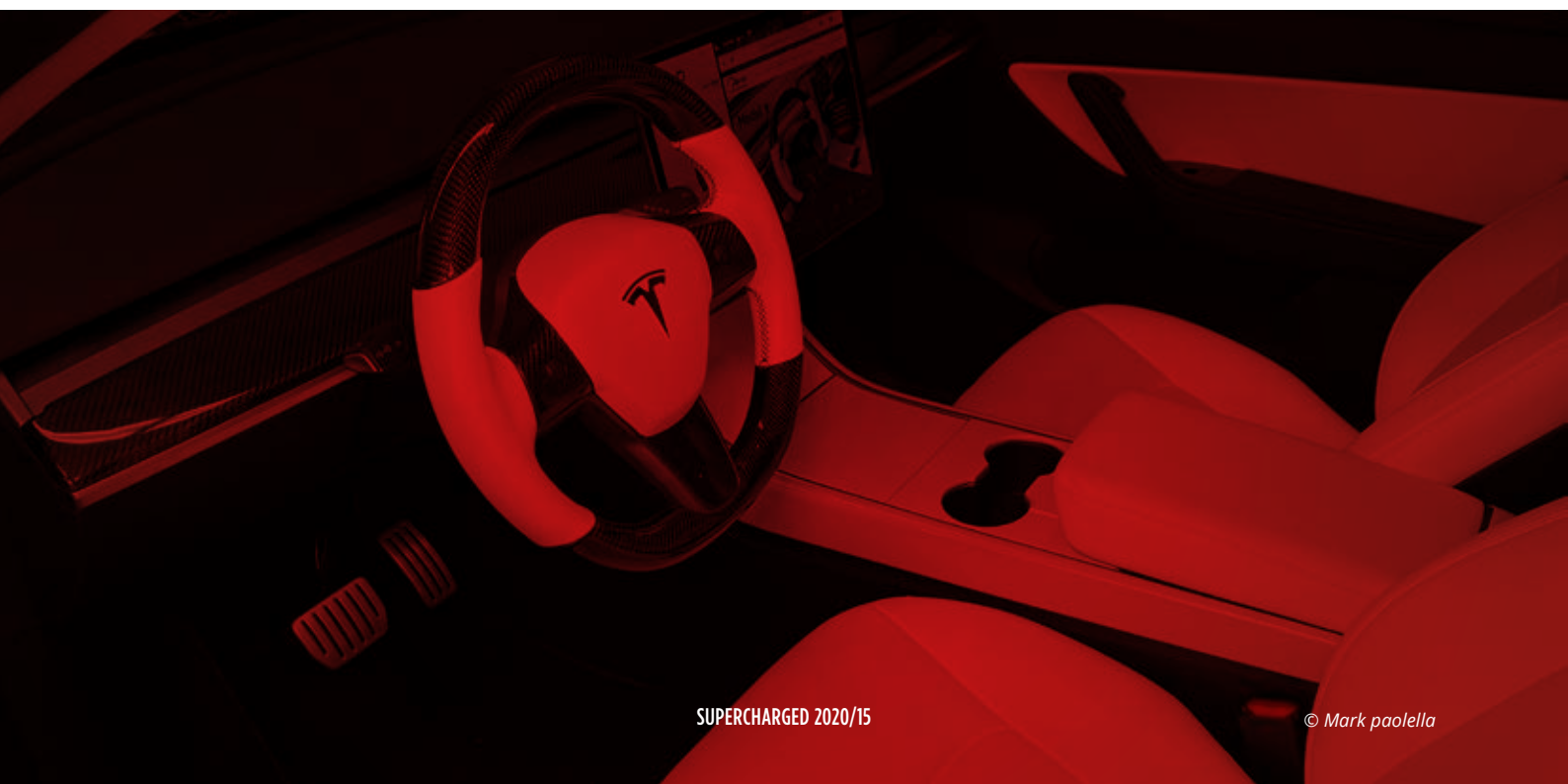
Lester Huynh lives in Oakland, with his girlfriend and three dogs. When he is not working or studying towards his MBA in Finance, Lester loves the outdoor life in California and particularly rock bouldering – which is climbing without the use of ropes or harnesses. His new Model Y is an ideal fit for his lifestyle.

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*"I'm 26 and I'd been wanting to get a Tesla since the Model S came out" says Lester. "One of my hobbies is stock trading and I have been saving up to buy one. I was able to meet my goal last year and placed my order for a Model Y in July 2019."*

#### ROOMIER INTERIOR

*"It was good timing for me with the Model Y coming out, as the previous Tesla models didn't really suit my outdoor lifestyle. For bouldering I'm always with a group of friends and we have a lot of bulky equipment, including our crash pads, to take with us in the car. The Model Y is much roomier than I thought it would be – particularly with the rear storage area. Model Y is 4,775 m long, and the storage is 110 cm deep before you put the seats down. We can get 5 of us in the car with all of our food and climbing equipment. The additional pull out storage compartment means you can store a lot of your gear out of sight, which is a good idea here in Oakland where we have car break-ins sometimes."*





A photograph of a modern balcony with a view of a city and water. The balcony has a white railing and a concrete floor. There are several potted plants, including a large Monstera, and a small table with a chair. The view shows a city with a river and a bridge. The sky is overcast.

*“Baden in het licht terwijl je volop  
geniet van een uniek zicht op  
het water én de torens van Gent”*

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## model Y



© Lester Huynh

26

"I got my Model Y in March and my plan had been to take a bunch of bouldering trips this spring – but that has obviously gone kaput. With the restrictions in place at the moment, I've not really taken it out on dirt roads yet – just a bit of highway and it's a very smooth ride. In the past, I've also tried driving the Model 3 and the Model X, but I prefer the Y. It's higher up and it feels a bit more sporty and fun. It actually feels a little safer to me than the 3 and it has good road holding. Even if the acceleration is not as crazy, it's very smooth. I got the performance model, in blue, so I have a range of about 450 kilometres. The performance upgrade gives it nice turbine wheels and lowers the suspension a bit. The pedals are in a different material and there is a carbon fibre

spoiler. As to the interior, I love the sun roof. The windows are a little small in the back – but I think SUVs have that issue anyway? I also like that the back seats are a little higher, you can recline them and they have more legroom."

"I was really excited when it arrived and even the delivery people were, as it was one of the very first Model Ys to be delivered. They were happy to show me how everything worked. A lot of local Tesla groups were also very enthusiastic about it and the guys from Tesla Silicon Valley Club were so nice that I decided to join the group. There have been a few after-market companies that have asked me to test out their products too."



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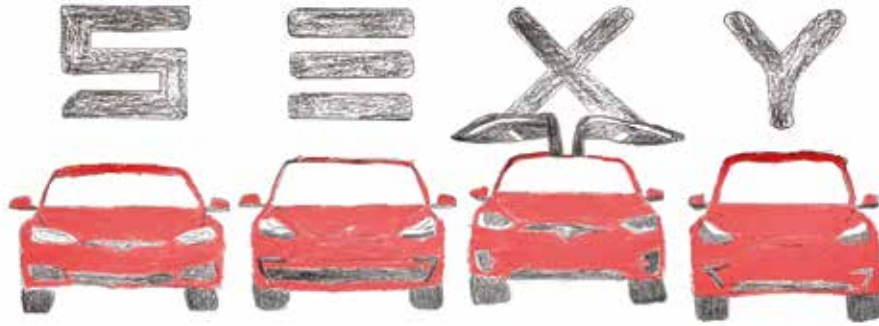
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### WRAPPER

*"I'd already decided that as soon as I got the car I was going to take it to get it wrapped. I was supposed to get it delivered on Saturday March 14. Even the wrap shop was excited and they had already told me that they would stay open late that day for me, so I could drop the car off. Then delivery got delayed until Sunday, then till Monday and then till Tuesday. Finally I got there at 5pm on the Tuesday afternoon and they were all out the front waiting for us – even the owner of the shop who had just had a new baby that day was waiting for me before he went up to the hospital!"*

*"That day I probably only had about 5 minutes to enjoy the car before I took it into the shop. They have done a great job on it though and I'm really happy with it. The new protective film gives the car a nice, matt, soft look which I like a lot - and it will also protect the paint from rock chips and make cleaning easier."*

*"So far I have only done just over 1,600 kilometres, because of the restrictions. Once this is over, we plan to go to Lake Tahoe, Yosemite National Park and hopefully all the way up to Canada. We also want to go climbing in Utah and the Red Rock Canyon in Nevada and we will fill this car with a bunch of friends. Looking forward to that!"*

## Jason Meckmann

### young Tesla fan and artist

Tesla fans have no age barrier. Jason Meckmann, 9 years old from Switzerland, broke the internet with his great drawings of Teslas including the Model Y, which you can see below. He became an even bigger fan when his mother Jessica got her first Tesla last year, a Model 3.

*"I really started to like Tesla's after my mom got her red Model 3 – although my two older brothers don't like EVs at all" says Jason. "My favourite thing about our car is the acceleration which feels like a roller coaster (comment from Jessica: We do NOT have a Performance model! "Just" the dual-motor with acceleration boost). I also like the game Beach Buggy Racing Tesla Edition."*

*"I've always liked drawing and the Model Y is my favourite car, because I like SUVs" says Jason. "Jason loves the autopilot of my Model 3 and he considers himself the driver" adds Jessica. "We were one of the first to get a Model 3 and now he would like me to get the Model Y."*



© Jason Meckmann

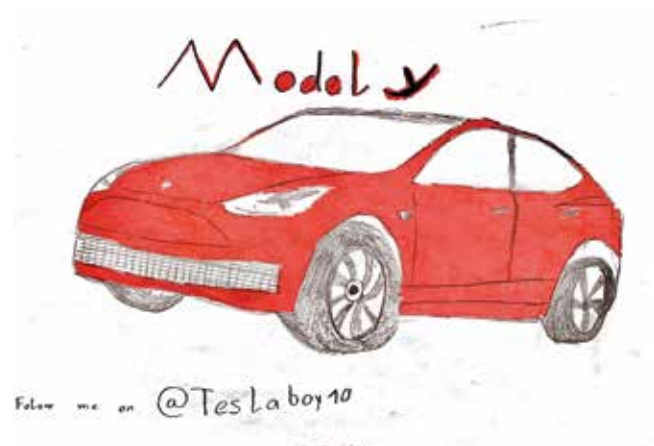
Jason also has quite a collection of Tesla model cars and a wardrobe of Tesla clothes – some of which his mom Jessica designed and made for him. At the moment he is doing home school but can't wait to go back. Jason's future ambitions include starting his own auto company. He did share the name of the company with us – but sorry guys, its top secret for now!

"I hope that in a few years, we will only see EVs on the road because I really hate those stinky roaring dinosaur fuel cars" says Jason. "Once I'm out of school, I want to start a car manufacturing company that produces EVs which have a mix of older designs and my own personal design ideas. When I'm old enough to drive my own car, I will buy a

Tesla original Roadster because I really like it and because it was the very first Tesla and it looks cute. My greatest wish is to get a personal Tweet from Elon Musk one day. I'm even dreaming about this quite a lot." – Please take note Elon if you are reading this!

Good luck with your auto projects Jason and thanks for sharing your amazing artwork with us.

You can see some of Jason's Tesla designs – including the Model S, X, 3, Cybertruck, both Roadsters and a Tesla Semi-Truck with a Pepsi Trailer - on his Twitter account @Teslaboy10.



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## Mark Paoella the Model Y joins his Tesla family

Mark Paoella is not your typical Tesla owner - if there is such a thing - he has more of a Tesla family. Over the last six years, he has acquired seven Teslas for himself, his wife and his three kids, the most recent being a new Model Y. Even Mark's work revolves around Tesla, as the owner of RPM Tesla, the largest company for Tesla after-market accessories in the world.

### CUSTOMIZING THE MODEL Y

Mark's Model Y Performance version arrived on March 29. *"I wanted to be the first to get a Model Y, but as I ordered one with a white interior we had to wait an extra two weeks" says Mark. "So far I've already given the car a nice copper wrap and changed the white dashboard. I've also upgraded the lights on the floor to make them blue, which makes the whole interior look lighter."*

Mark has been creating upgrade accessories for Teslas since he bought his first Model S in 2014. It was shortly after that he founded RPM Tesla. The company now sells hundreds of products, shipping them to customers all over the world. RPM Tesla also carries out transformations like wrapping and tinting in its workshop in Rancho Santa Margarita, California.



© Mark paoella



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*"I'm 54 and I drove ICE cars my whole life until I bought my first Tesla, a Model S, in 2014. I did 135,000 kilometres in it and it still performed like a brand new car" says Mark. "Other cars gradually go off, with problems with the handling and suspension until they just feel like a crummy old used car. Teslas still feel brand new years later - they don't get slower or wear out like my other cars did. They are built to last. I gave that first Model S to my wife and got another one. The three kids are now all driving Model 3s. From a teenager's point of view they love electric cars - the simplicity, the handling, the technologies..."*

**WHAT'S DIFFERENT ABOUT THE MODEL Y?**

*"Since I got the Model Y, I've only been able to do about 800 kilometres in it because of the lockdown" says Mark. "It's really just been for coming to work and occasionally to drive down to the beach to watch the sunset. The Model Y sits higher up, so doesn't handle quite as well as the Model 3 Performance that we have, but it's much roomier and has a huge sun roof. The back seats are more spacious and there is more headroom. In all, it's much more of a family car and has a lot more storage, so I think it will outsell the Model 3. The Model Y and Model*

*S share the same chassis. It handles really well and is perfect for just zipping around. The suspension is identical to the Model 3, but as it's heavier it rides a little nicer and is more cushion-like. As I took the Performance model of the Y, the range is a little lower, maybe 15% less, because of the 21-inch wheels. The new autopilot is really amazing. It now stops at street lights and stop signs. It's getting close to full automation. The acceleration is 0-100 km/h in 3.5 seconds, which is almost as good as the Model 3, but you feel the power of it and it's a lot of fun. By comparison, my Model S 100D does 0-100 km/h in 4.3 seconds."*

### **CYBERTRUCK AND ROADSTER**

Mark's Tesla collection is growing. In addition to two Model S, three Model3s and the new Model Y, there are two new arrivals scheduled to join the family. *"The only gas car we have now is a work truck, but we have ordered a Cybertruck to replace it - and we are awaiting delivery of a new Roadster!"*

We'll look forward to hearing from Mark about these new arrivals and will keep you posted.



© Mark paoella

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interview



# ORIN SWIFT

## Aries Foundation



Exclusieve wijnen: veel wijnhandelaars maken zich sterk een aanbod te hebben dat als 'buiten categorie' mag omschreven worden. Maar er zijn er weinig of geen in ons land die zo ver gaan als Aries Foundation als het om topwijnen gaat. Zaakvoerder Rudiger Denolf maakt er al meer dan 25 jaar een doorgedreven missie van om net die wijnen te zoeken die écht exclusief zijn, zowel op vlak van kwaliteit als oplage. De Californische wijnen van Orin Swift zijn daar een perfect voorbeeld van.



Torhoutse Steenweg 565 - 8200 Brugge

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# ACTIVIST FOR CHANGE

## INTERVIEW DAMIEN VAN ACHTER

Damien van Achter, is a former journalist who now spends much of his time sharing his expertise with students of journalism, communications and marketing. Innovative technologies have always played a key role in his personal and professional life. Naturally, this includes a keen interest in Teslas. Let's meet Damien!

TEXT: JOANNA PAYS AND MARTIN GILLET

### **ON THE ROAD – THE MOBILE OFFICE AND BROADCASTING VEHICLE**

Damien has spent a lot of time on the road over the last decade and thinks of his vehicle as his mobile office and broadcasting vehicle. Pre-Tesla, Damien drove a van which he modified with the help of the online community. The van was like a mobile newsroom, for capturing, editing and producing news content during road trips around Europe. It was equipped with connected devices and the power to go live. It could also on-board up to 8 people.

In September 2019, Damien made the switch to a Tesla Model 3 (long range). *"I've already customised the Tesla with my logos and built a set-up inside for a 360° camera"* says Damien. *"My goal is to create digital content wherever I go. I can now take video footage from inside*

*the car, from the roof and from the windows. The cameras can trace almost a million points, so its augmented reality. For me the Tesla is a great tool to tell great stories. It allows me to focus my mind on what is going on around me – and I can still on-board people, but just not 8 at a time."*

### **ENJOYING THE JOURNEY**

*"I'm impressed with the Tesla's autopilot and the autonomy. I took the long range model and on my first long distance trip it was cool to see I can do 300 kilometres easily. I can go anywhere as the supercharger network is well distributed. It would be a lie to say that I'm not afraid to be at zero at some point but if you get down to 10% of autonomy you still have enough power to reach a charging point. My plan is to get a solar roof to head more towards real autonomy."*

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*"When it comes to planning my route, I've started including off-motorway points for charging. It's a way of discovering different places. For example, last time I drove to Paris I stopped in Fontainebleau for a change. I'm definitely enjoying the journey more."*

### **TESLA IS A GAME CHANGER**

Damien's focus as a journalist is on technologies and keeping ahead of how things are changing. *"To be legitimate in my sector, I need to be well informed on electric vehicles – and Tesla is a game-changer"* says Damien. *"I am not a car guy, for me driving used to be just a mode of transport from getting from A to B. Driving a Tesla is completely different. Basically it's a computer on the road – machine that updates itself on the move. I really enjoy the fact that I can see updates coming in when I open up the trunk and that the car is constantly evolving. On the downside, it's frustrating that there is no USB port and that everything is proprietary software. Some of the IP is now starting to be open source, so I see this as a wise improvement."*

*"I am always teaching my students to endorse change and I have to apply that to myself too. I had to change the way I travel, including when I go abroad. For me, taking European flights is madness. If I can do something about this personally, then I'm contributing to doing something to slow down climate change. Wherever I go in Europe now, it's always in the Tesla. It may take a lot more time than flying but it's a different way to travel. The car does its best to help you and with the autopilot, it frees you up from the full mental charge of driving. It's maybe the first time of my life that I really enjoy driving."*

### **A FAMILY CAR**

For Damien, buying the Tesla was not just about work, it was about having a comfortable and practical family car. *"The most important thing was being able to take all of my family in it. I am turning 42 this year and I didn't want buying a new car to be like a mid-life crisis choice and going for a sports car. I wanted to make sure I had plenty of room to drive with my wife and three kids on holiday. As soon as I took it on a test drive, I knew it was for me. I am not a speed guy but I like emotion and when you go full speed in a Tesla it is a real sensation. At the time it's probably the safest car you can buy."*

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*Simon Baker*

Simon Baker

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*"We had a ski trip with the family planned for the Easter holidays, but of course we had to cancel that due to the virus. I'm looking forward to doing that in the future and see how it works with skis on the roof and all the equipment and the family inside. Hopefully we will be able to do that next year."*

### **A CONVERSATION STARTER**

*"I have three daughters aged 16, 14 and 12 and they love the Tesla. What they like most about it is having karaoke parties in the car when they are with their friends. It's also a conversation starter for lots of things, such climate change and driving safety. When the girls are in*

*the car with their friends and it's interesting to be part of those conversations. I also enjoy picking up hitchhikers as it's a fun experiment for them too. They often say is the first time they have been in a Tesla and that is also causing a lot of interesting discussions in the car."*

*"I am trying to be as coherent as possible. It's not that I am endorsing just conversation around Tesla, it's part of a bigger picture about fostering conversation on change – not just climate change, but digital change and media change. Everything in fact about digital transformation in our society. I find this so exciting and I want to be part of this change."*

**Find out more about Damien's social media, road trips and mediahacking at:**  
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# FAMOUZ



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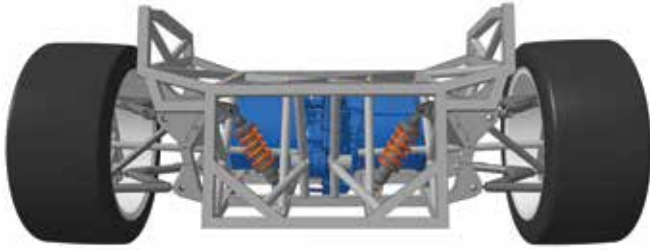
# TONY GILLET

## RACING DRIVER AND SUPERCAR AUTO ENGINEER

Tony Gillet is a Belgian former car and motorbike racing driver who won championships in many different categories, from rallying to Formula 2. At the same time with his engineering expertise and experience in motorsports, he was always interested in developing his own cars.

TEXT: JOANNA PAYS





Front



Top



3-4 AR

50

He transformed his first car in 1968, with a modified Renault 4 for rallying. In 1991 he founded Gillet Automobiles, most famous for designing and producing the Vertigo supercar. Besides new developments for the Vertigo, his current projects now include designing lightweight bodies and chassis for electric cars.

### **SUPERCARS AND WORLD ACCELERATION RECORDS**

Gillet Automobiles was behind the first production road car with a carbon chassis – the Vertigo. The first model of this supercar was built in 1992 and two years later it beat the world record for acceleration.

Tony has won the world record for acceleration twice, both times at the wheel of prototype cars that he has developed. The first time was in 1990, with a Donkervoort that he had modified, reaching 0 to 100 KM/H in 3.85 seconds and a second time with his prototype Vertigo, in 1994.

### **FIRST TESLA PROJECT**

In 2014, Gillet Automobiles worked on its first EV project, to transform a Tesla Model S for AGC Automotive. AGC is the glass manufacturer for Tesla and the idea behind the project was so that potential customers could try out a Tesla with the latest glass innovations. These included a Wonderlite™ light control glass roof, side windows with ultra violet radiation protection and a coated glass heated windshield. There were also windows with lights for reading on the back seats, heated glass and clear tinted glass. Gillet Automobiles did the fitting of all of these on a Model S, including removing the electric circuits and rewiring everything. These glass innovations will be on the market shortly.

### **NEW DEVELOPMENT PROJECTS – LIGHTWEIGHT WOOL FIBRE BODYWORK**

*“At Gillet Automobiles we are working on new developments to reduce the weight of cars with electric motors” says Tony. “We have already raced with cars with wool fibre bodywork – its just as light as carbon but when there is an impact, its much more robust and doesn’t break as easily. Our EV project has the advantage of being very light, which will also help the charging range. We believe we can get down to around 1200 kilos for a sports/road car. We are in the planning stage but we have already designed around 100 different models and we have developed the chassis. We just need to find clients that are interested to invest and depending on what the investors chose, the bodywork and chassis can be in carbon or wool fibre. Actually we are looking for an investment of around 850,000 euros to pursue the project further.”*

*“Of course I have driven a number of electric cars and the acceleration is very impressive” says Tony. “The weight of them is an inconvenience but that’s something that we are working on at Gillet Automobiles, by developing new types of lightweight chassis and bodywork prototypes. I am very impressed with the electric bikes I have driven such as Zero and the BMW Motorrad Vision. I also have a friend who was involved in launching Formula E racing and have been to several events. I see this really as a discipline of the future, its really high performance.”*

### SOME HIGHLIGHTS OF TONY'S CAREER INCLUDE:

- 1968 Transformation of a 4CV Renault for provincial rallies.
- 1975 First victories in the prototype category with the Viaene.
- 1976 Belgian Champion in climb racing in the prototype category.
- 1977 Belgian vice-champion in climb racing in Formula 5000 (Lola) with 4 victories.
- 1978 Same as 1977 with 6 victories.
- 1979 Belgian champion in climb racing for all categories on formula 2 Renault- Elf
- 1980 Belgian Champion in climb racing for all categories on formula 2 Renault- Elf winning all 19 races  
Victory at the King's cup at the 24 hours of Spa-Francorchamps on VW.
- 1982 Transformation of 2 Toyota Jeeps for Paris-Dakar rally  
Importation of Dutch Sports car "Donkervoort".
- 1985 Construction of the Donky, 6/10<sup>th</sup> reproduction of the Donkervoort.
- 1987 Construction of an aerodynamic Mercedes prototype for Paris-Dakar
- 1990 Construction of a Donkervoort prototype  
Tony drives the Donkervoort prototype to world record for acceleration
- 1991 Conception and realisation of the first Gillet Vertigo prototype.
- 1993 Development of the Vertigo frame.
- 1994 Presentation of the Vertigo to his Majesty the King Albert II  
Deliveries of first Vertigo production cars  
Another new world record for acceleration
- 2001 Belgian Racing finally, with his own Vertigo racing team.
- 2006 First year in the Fia-GT Championship
- 2007 Launch of the new Vertigo.5 and Fia-GT Champion in G2
- 2008 Fia-Gt Champion in G2
- 2009 New Engine for the Vertigo.5 with the V8 Maserati 4.2l
- 2012 Construction of new car, the VDS, road and race models
- 2014 Tesla glass innovations project
- 2018 Manufacture of a Vertigo with a flax fiber body.
- 2019 Construction of the "Mostro Barchetta" rolling chassis



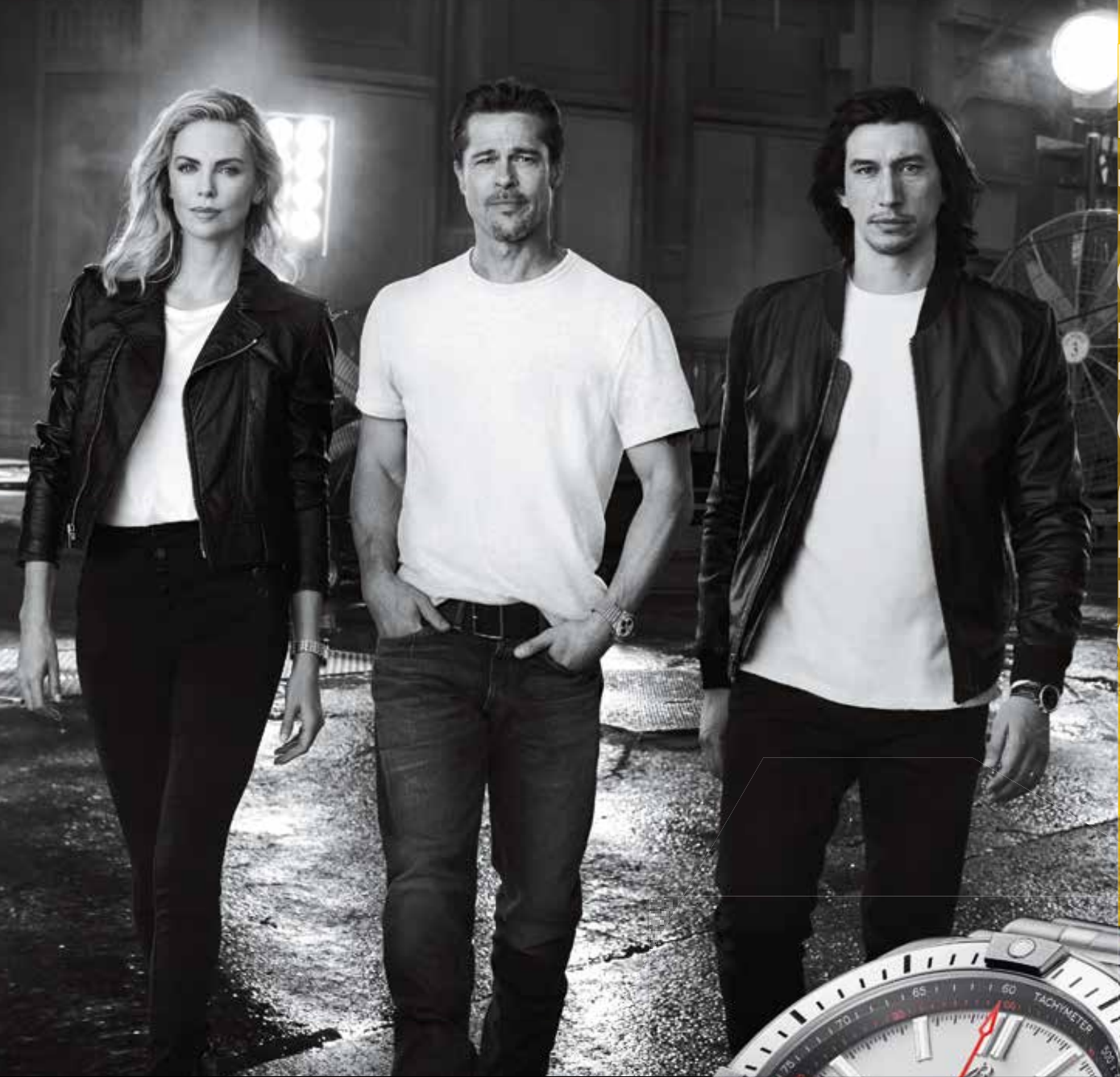
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# CORONAVIRUS AND AIR QUALITY

COURTESY EXCERPT OF ARTICLE BY PIERRE DORNIER

The coronavirus has had devastating consequences around the world and been the focus of everyone's attention for the last three months. If there is a silver lining to this cloud, it is the reduction in air pollution due to transport restrictions, as shown in the extract below from a recent article by Pierre Dornier, the clean air campaigner at the Transport & Environment organisation...

Measures taken to limit the spread of coronavirus saw most of Europe under confinement. In Belgium, restrictions on travel led to a fall in traffic and industrial activity.

Road traffic is a major source of air pollution. In the Brussels region thermal vehicles emit 30% of fine PM2.5 particles and 69%

of nitrogen dioxide (NO2). This drop in road traffic has therefore resulted in a drop in NO2 concentrations, not only in Brussels, but on a European scale.

When we compare the concentrations of NO2 from 5 to 25 March 2019 to the same period in 2020, we can see a sharp reduction in NO2 concentrations. The difference in PM2.5 particles between before and during confinement is much less obvious, as these particles are also caused by activities that did not stop with confinement, such as agriculture. It is however important to specify that the concentrations of PM2.5 in Brussels would certainly have been higher without the drop in traffic and industrial activity.



# FRANCK MULLER

## GENEVE



*“Fond ouvert” de wijzerplaat van dit horloge is open gemaakt om het bijzondere mechanisme te tonen. Een chronometer gecombineerd met een grote datum, ook wel “grand guichet” genoemd.*

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### GOOD NEWS FOR TWO REASONS

The fall in air pollution in Brussels is good news first of all because it reduces the health risks associated with it, such as cardiovascular accidents or (especially childhood) asthma attacks. As a reminder, air pollution causes not only premature death (more than 9,000 per year in Belgium) but also short-term death, as shown by the sad example of Ella Kissi-Debrah who died, age of nine, of an asthma attack caused by air pollution from road traffic.

In addition, this improvement in air quality is more than welcome because it will help slow the progress of the COVID-19 epidemic. Several specialists insist that air pollution, due to the damage it causes to the mucous membranes of the respiratory tract and lungs, facilitates the penetration of viruses such as SARS-Cov-2.

Reducing air pollution therefore also means reducing the risk of epidemics, such as the one we are experiencing.

### TOWARDS SUSTAINABLE IMPROVEMENT IN AIR QUALITY?

This is of course the goal we want to attain – but unfortunately, there is a high risk of going back to the way things were before, once the crisis is over. This is what happened after the 2008-2009

crisis: oil, rather than renewable energies, had been used because it was very cheap (as it is today). In addition, polluting sectors, such as construction, received significant aid because they had powerful lobbies (which is also the case today).

We have already seen that in China, due to the relaxation of restrictions, NO<sub>2</sub> emissions are already starting to increase.

While it is clear that the economy must be protected and revived, it must be in a sustainable manner. Economic recovery measures must give priority to the environment and health through the strong support of projects, current or future, for renewable energy production, zero-emission mobility and sustainable agriculture. Historically polluting sectors, such as aeronautics and the automotive industry, should only receive aid if they commit to significantly reducing their carbon footprint after the crisis is over.

Sustainably changing our way of life and consumption will not only reduce our emissions of air pollutants and CO<sub>2</sub>, but also reduce the risk of new pandemics. We can and must emerge stronger, not weakened, from this crisis.

To read the full article visit: <https://www.leschercheursdair.be/2020/03/25/coronavirus-et-qualite-de-lair-a-bruxelles/>  
For more information about the Transport & Environment organisation visit: <https://www.transportenvironment.org/>

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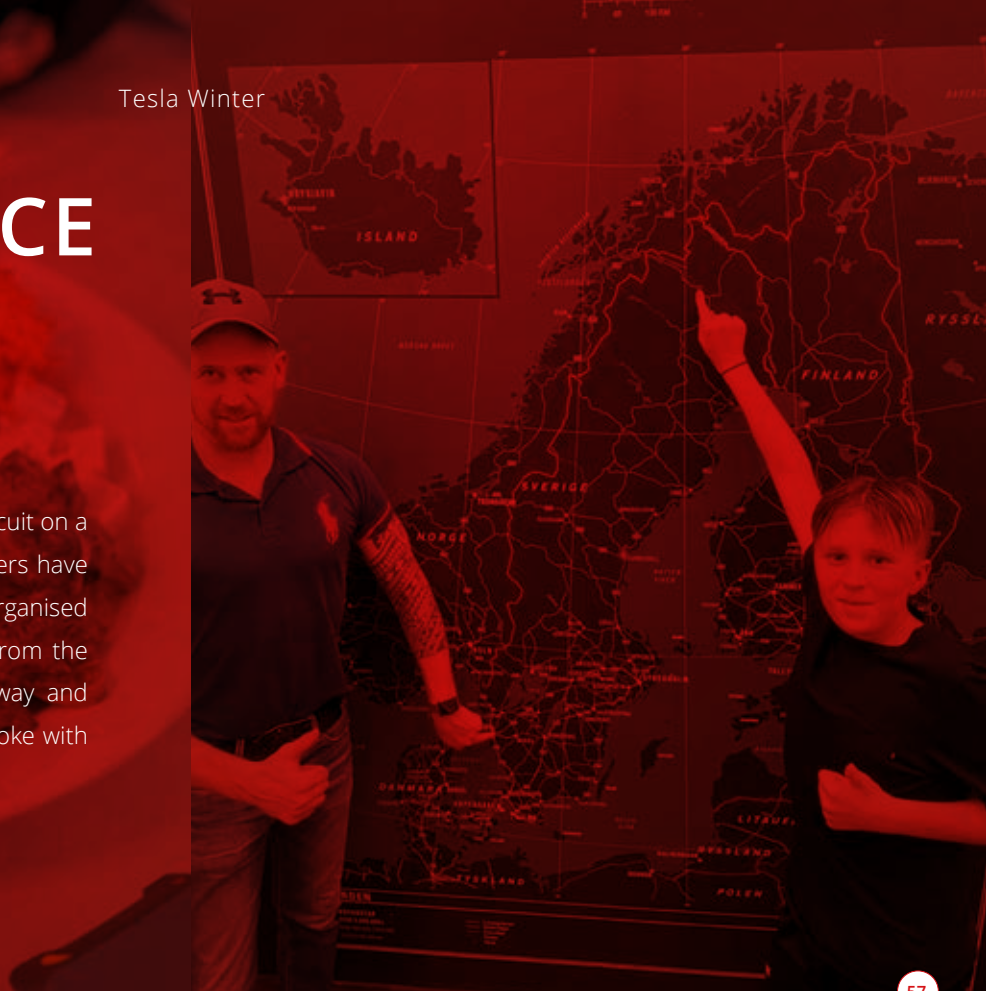


# STARS ON ICE

## TESLA WINTER EXPERIENCES

How would you like to drive a Tesla on a circuit on a frozen lake? That's what some of our readers have been doing before the lockdown. Tesla organised a great weekend for some lucky owners from the Benelux region, while Tesla clubs in Norway and Finland organised their own events. We spoke with some of the participants to find out more.

TEXT: JOANNA PAYS



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## JOHAN CALUS

### Tesla Winter Experience Ostersund, Sweden

Johan lives in Ostende with his wife, where they have their own shop selling sandwiches and snacks for the children of a local high school. He has been driving a Model S for three years. *"It's a red 75D, with a black interior"* says Johan. *"Prior to that, I had been in touch with Tesla for a couple of years before we got the car, to get all the latest email updates. In November 2017 I saw the news that if I placed an order before the end of that year I could have free supercharging for life, so the decision was made then. It's been a sound financial decision as it means we pay less taxes and I've now done over 77,000 kilometres. Free charging throughout the world is very nice."*

*"My previous car was a Toyota hybrid but it was such a disappointment. I was totally misled by the sales guy. Even when you have a full battery in that car, I found it never got used – it was always burning fuel, so for me there was no point."*

#### MY WINTER EXPERIENCE

*"When you are a Tesla owner, you get a special link in your account"* explains Johan. *"If your family or friends buy a Tesla through the link, you get special rewards. One of my friends bought a Model 3 with my link and that's why I was able to win the Tesla Winter Experience."*

Johan's trip began with a midday rendez-vous at Brussels Airport, for a flight to Stockholm. From there, there was a short domestic flight to Ostersund. *"On arrival there were two Teslas waiting for us, to drive us to the hotel in time for dinner and drinks"* says Johan. *"After breakfast the next morning, we had an hour of instructions on how to drive a Tesla on ice. The instructors were very experienced and taught us the best ways for steering. We had a selection of Teslas to choose from and I had a top of the range S100D. The participants were split into two groups, to take it in turns to practice on the slalom and the braking tests. We were in the first group. One of the first things we had to do was drive straight for 100 m at about 70km/h, apply full brake and then steer to the right side or the left side, as marked on the ice. The technique was to stay hard on the brake and then steer with small movements. If you even turn the steering wheel one quarter of the way round, you will spin. It was a good learning process."*



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## STEVEN CURFS

### Tesla Winter Experience, Osterhund

*"We then went for a short but fast drive to Osterhund and got to try out the Liquorice model. After lunch of some local fish, we came back to switch groups and do the slalom course. The slalom started with small turns, before going up to big sharp corners. Everyone in the group did well with that. The big reward was then to drive round the circuit on the frozen lake and put into practice what we had been learning. It was a good circuit with a lot of difficult corners - some 90 degrees and even 180 degrees. It was -1°C but a beautiful day with clear blue skies and we really had a lot of fun."*

*"Back at the hotel, the organisers had a special evening planned for us. We were taken by horse-drawn sled to a restaurant owned by the hotel about 20 minutes away. One of the Tesla reps later drove us in to Osterhund so we could enjoy some of the local nightlife before leaving the next morning. We got to see a local band playing before the bars closed - in Sweden they have to close by 2am as it's the law - and then a few hours' sleep before flying back the next morning. It was a great trip and thanks to the Tesla reps who organised everything."*

Steven lives with his wife in Luxembourg and drives a Model X. Both lawyers and have quite busy schedules between work and three children between the ages of 6 and 10, with all their activities.

*"I became interested in Tesla when some of my friends were posting on Facebook" says Steven. "Last year, when I needed to choose a new company car, I asked myself if I should go for another gas guzzler or something new. The street where we live is quite busy, with too much pollution, so for my new car I was committed to buying 100% electric. I looked at lot of models but only Tesla really interested me, because of the quality, range and safety features. The Model X had the biggest attraction for me, as with 7 seats there is plenty of room for the family. In Luxembourg we also have financial incentives for buying green cars, so it actually worked out way cheaper than all the other ICE cars I'd considered in the past. My Model X was delivered at the end of June 2019 and since then I have driven 14,000 kms in it. I am indeed a very happy Tesla owner."*



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### MY INVITATION

Being invited to the Tesla Winter Experience was a great surprise for Steven. *"It started when I received an email at the beginning of the year saying I could participate in a competition draw for a trip to Sweden arranged by Tesla"* says Steven. *"I never thought I would actually win, but then I got another email telling me I had won places for my wife and I."*

The trip was a three day event, with a driving experience on a frozen lake in the middle of nowhere in Sweden. *"Tesla organised the flights, with business class seats, the hotel and everything for us"* says Steven. *"When we landed there was 50cm of snow already. They then drove us to a very nice spa hotel, where we got to meet the other participants – two couples each from the Netherlands, Belgium and Luxembourg. At the beginning it was quite funny as some were speaking Dutch and some French, but we soon broke the ice when we went for dinner."*

*"The next morning was the big day. We got to know the instructors and pick the cars we wanted to drive from a choice of five Model S and five Model 3s. Then we drove down to the ice lake. It's odd when you look at the GPS driving over all that frozen water, at first it feels like you are going to go through the ice. Anyway we started off with some practice training, with some slalom and braking exercises. It was lot of fun to push the car to its extreme limits. Then we all set out for a drive through some beautiful Swedish winter landscapes, to our lunch destination. When we got back it was time for the main event."*

*"The organisers had carved a racing track of four kilometres into the lake. We were encouraged to drive as fast as possible. We pushed the cars to their limits – but Teslas are smarter than we are. The centre of gravity and stability are unbelievable. It's impossible to make them slide out of control – unless you intentionally turn off the security system as one driver did!"*

*"In Luxembourg it's compulsory to follow a safety course on driving in slippery conditions, 6 months after you pass your driving test, so we both had some experience already. With the Tesla though, it's completely different. The Tesla corrects the driver and avoids issues that other cars have with understeering, so it's almost impossible to slide off the road. The braking at 70km/h on the ice was a big test. Normally the back of the car would spin out. This is a mission impossible with the Tesla though. Besides the security system, there is a low centre of gravity because of the batteries."*

*"Later that afternoon we drove back for a sauna and to enjoy some Gluhwein in the snow, before heading back out for dinner. We were taken by horse-driven sledges to a very nice restaurant, where we all had the chance to discuss our experiences of the day. We stayed up until about 2am talking. The next morning, we were picked up from our hotel to fly back home."*

### TESLA HAS ANOTHER NEW FAN!

*"By the way, since that experience, my wife loved the Tesla and has decided she wants to switch her German car for a Model Y. So Tesla has a new fan! It just goes to prove the point that once people start driving a Tesla, they love them."*

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## TOM SJÖTUN

### Double experience in Sweden and Norway

Tom Sjötn lives in Gothenburg and is the president and founder of Tesla Owners West Sweden since 2014. The club has just over 2,000 members from all over Sweden (plus one in Los Angeles USA and one in Austria). Tom managed to participate in two winter Tesla experiences this year – one in Sweden and one in Norway.

#### TOM'S TESLAS

Tom took delivery of his first Tesla, a Model S, in 2014. *“That was my first Tesla and I drove it for 163,000 kilometres before I sold it and bought a Model X”* says Tom. *“That one I then drove for 135,000 kilometres and now my wife drives it. I currently have a Model 3, with 55,000 kilometres on the clock and counting. I was at both the Model Y and the Cybertruck unveiling events. I have already put a deposit down for a Cybertruck and I want to change the Model X for a Model Y as soon as possible.”*

#### COMPARING EVS ON THE ICE AT JOKKMOKK, SWEDEN

Kirsi Immonen, the president of Tesla Club Finland organised a Winter Experience at Drivers Paradise in Jokkmokk, Sweden, with 25 cars participating. *“During the event we got the opportunity to try a Jaguar I-pace, Mercedes EQ and Hyundai Kona, to compare them with our Teslas”* says Tom. *“It was really fun and interesting to see how well the Teslas perform under these conditions. The other cars are really nice but nothing compares to a Tesla! The Jaguar I-pace unfortunately got stuck in a farmer’s back yard in the middle of the night on the way home to Finland and had to slow charge over night to get home.”*

The two day event at Jokkmokk included ice race driving and slalom courses. *“We competed with our own Teslas on the slalom to see who is the best driver - i.e. the fastest on the ice without knocking over cones or sliding out on the ice”* says Tom. *“The ice race track is owned by the famous Swedish race driver Stig Blomqvist. He still races regularly and he is 73 years old. In the evenings there were dinners, a quiz and lectures from Nokian Tyres. One lucky winner got a brand new set of Nokian tyres for their Tesla and there were a lot of other prizes too. Tesla-Björn (Björn Nyland) was at the event and filmed/ raced for his YouTube channel.”*

#### REACTIONS ON THE ICE

*“Most of us had stud-free tires which are not ideal on the ice, but the ones with studs had great traction”* says Tom. *“Tesla’s safety features make it ideal to drive on the ice. Some drivers put their Teslas in Dyno Mode so they could drift on the ice. The Model 3 Performance owners put their Teslas in Track Mode, so they probably had the most fun!”*

#### LESSONS ON SAFETY

*“Again and again I find out how great the Tesla and the supercharger network are”* says Tom. *“We drove 1,500 kilometres to get there and the journey was as smooth in the cold arctic as it is in the warm south of Europe. The Tesla really is a super safe car.”*

*“Not many of us were that familiar with driving on ice, so we had a lot of laughs and some good fun. A month later we participated in the Norway event (with Visdis, see below) and these two events combined really gave valuable lessons on how to get the most out of the Tesla. One of the participants (who shall remain anonymous) did the most spectacular crash in the history of the ice race track. The good news was that no one was injured and the Tesla only had minor plastic repair work. It did take the tractor 30 minutes to dig the Tesla out of the snow....”*

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## VIGDIS ASBJORNSEN

### Vintertreff 2020 in Norway

Another big Tesla winter experience took place this March, organized by the Tesla Owners Club Norway. We caught up with the club's Vice President, Vigdis, to hear more.

Vigdis Asbjornsen is based just outside of Oslo, in the suburb of Asker. When she is not organising events for Tesla Owners Club Norway, Vigdis is a software tester for a consulting company. Part of her job is to try and make software crash in as many ways as possible! Luckily the car she drives – a Model S, is fairly indestructible. TOCN was created in 2013 and Vigdis joined the club in its early days, when they were setting up the web page. She was elected onto the board of the club in 2014 and became Vice President in 2015.

#### COUNTERING FAKE NEWS ABOUT TESLA WINTER PERFORMANCE

The Norwegian club organises plenty of events for members to meet up and is always looking for new ideas. Besides this, Vigdis was very conscious of the fact that there is a lot of fake news about Tesla's perceived lack of performance in the winter environment. "There seemed to be quite a lot of negative comments such as 'Teslas have poor road holding on the ice', 'they lose battery charge too quickly', 'they are too heavy', 'they are not safe to drive during winter' and 'they should never go on long journeys over the mountains where you might risk a convoy' and such like" says Vigdis. "That's one of the big reasons we started to organise the Vintertreff event, to counter this fake news."

#### VINTERTREFF IS BORN

"Four years ago, we saw pictures from Tesla's own event at Dagali" says Vigdis. "We also got a tip from a Tesla owner that had been to a similar event organised by another car club – and about a hotel owner with a lot of experience in organising driving events here in Norway. We teamed up to organise our first winter event, on the track up in the mountains near the town of Gol. This is about 30 minutes' drive from a Tesla supercharger station. There are several ice racing circuits there, on a huge frozen lake. It's open a few weeks every winter, so we decided to hire it for ourselves for a weekend, for the club members. We have been repeating the event every year."

This year 68 cars joined TOCN's winter experience weekend. Several participants were from Tesla clubs in other countries including Spain, Germany, Sweden and Austria. Vintertreff is a three day event. People start to arrive on the Thursday or Friday and driving sessions take place on Friday and Saturday. "The event is getting so popular that we may have to hire a second circuit there next year" says Vigdis. "The main track we use is about 3 km, but there are other tracks and circuits there for various activities like for instance break testing. I've already contacted the track manager and hotel to tell them we will be coming again in 2021 – all things being well of course."

#### RULES, SAFETY AND FUN

Besides the social aspect of the event, the main purpose of Vintertreff is to learn how your car performs in winter conditions. Racing is not allowed and drivers are expected to keep a reasona-

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## Tesla Winter



ble distance - ideally 250M - from each other on track. There is a festive atmosphere, with dinners, games and presentations at the hotel. There is also a kiosk at the track serving hot drinks and hot-dogs. Norwegian tyre distributor Dekkman was at the track, giving drivers the opportunity to try out different winter tyres, including winter tyres with studs. "We also have a tractor on hand to pull cars out of the snow if necessary, as the borders of the circuits are just heaps of snow most of the time" says Vigdis. "As long as people act according to the rules of the track, there is little damage if any to the cars. This year there was a plastic wheel arch liner of a Model X that was damaged - and that's mainly the sort of low cost damage we see. "We have marshals on the track to wave guys out if they are too close to other cars, or to wave them off the track for a break."

*"It's good fun and we learn how the car behaves. It's certainly been helpful for me when driving in the winter here. I have a rear wheel drive Model S from 2013. It's a good winter car but as it's not the four wheel drive, it can be trickier in slippery corners. I've picked up some useful skills at the Vintertreff event."*

### TESLA EVENTS IN NORWAY

Norway, a country of around 5 million habitants, currently has about 50,000 Tesla's registered. TOCN's membership is over 5,600 and growing every week. "We have quite a few events all around Norway during the year. The Vintertreff is the major one, but we also have a big summer event in June - normally. Take a look at our website and we hope to see you soon in Norway!"

**FOR MORE INFORMATION, VISIT [WWW.TOCN.NO](http://WWW.TOCN.NO)**





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GRATIS LAADPAAL

interview

# GIGAFACTORY BERLIN GETTING STARTED,

## INSIGHTS & STORY FROM "TESLA KID GRÜNHEIDE"

INTERVIEW BY MARTIN GILLET - PICTURES : SILAS HEINEKEN

72

Silas Heineken aka  
Tesla Kid Grünheide

Twitter : @TeslaKidGiga4

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<https://tinyurl.com/TeslaKidGiga4YT>



SUPERCHARGED 2020/15





### **TESLA IN EUROPE : ADDING GIGAFACTORY BERLIN ON THE MAP.**

Tesla is growing fast and expanding in Europe. Germany is currently one of the main points of attention in Europe. Indeed, as per Tesla Statement, Gigafactory Berlin is currently getting started : *“Tesla’s mission is to accelerate the world’s transition to sustainable energy. Localizing our manufacturing presence is critical to achieving this goal and making our cars more easily accessible to customers around the world.*

*Gigafactory Berlin-Brandenburg is the next phase of Tesla’s presence in Europe. We already operate an assembly facility for Model S and Model X in Tilburg, the Netherlands. In addition, Tesla Grohmann Automation in Prüm, Germany, specializes in automation of our production processes. In total, we currently already employ around 5,500 people in Europe.*

*Located at a 300-hectare site in the municipality of Grünheide, construction of Gigafactory Berlin-Brandenburg is expected to begin in 2020 with production targeted for 2021. Phase 1 will focus on production of Model Y, with a target capacity of 10,000 vehicles per week. We estimate that during Phase 1, we will employ up to 12,000 people, with roles being filled by local residents and employees from wider Europe. We want the best talent collaborating and working together to achieve the mission”.*

Tesla is not failing its reputation and is committed to sustainability : *“We are committed to improving the natural environment near the factory and in the wider state of Brandenburg. We aim to replant an area three times the factory plot, with mixed trees native to their habitat and the potential to become an old growth forest, while working with environmental and other expert groups for the best possible outcome. We are also working to ensure plenty of clean drinking water through water-saving measures in the factory as well as a structural solution with and for the community in the medium term.*





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*Gigafactory Berlin-Brandenburg will have a solar roof and aims to use renewable electricity to help Germany and Brandenburg achieve its ambitious 'Energiewende' objectives. We aim to maximize the benefits of the location's excellent passenger and freight rail connections, by building an on-site rail freight yard, and making it as attractive as possible to commute to the factory by rail.*

*By working with local communities and local and regional authorities and environmental groups, Tesla aims to be the best possible local partner as we build a cleaner future together".*



Source : [https://www.tesla.com/nl\\_be/gigafactory-berlin](https://www.tesla.com/nl_be/gigafactory-berlin)

We reached out to Silas in order to make his acquaintance and learn more about this amazing adventure.



Source : <https://twitter.com/elonmusk/status/1247655431373115392>

### WHERE THE MAGIC HAPPENS

Sometimes, the internet is where the magic happens. We are a Fantastic Community, surrounded by the finest peers. On April 8<sup>th</sup>, 2020, the well known Community member -providing richful content through their podcasts- **Third Row Tesla Podcast** (Twitter : <https://twitter.com/thirdrowtesla> - Website <https://thirdrowtesla.com/>) poked Elon Musk on Twitter as a 'Tesla Kid guy who was flying drones over Gigafactory Berlin almost got arrested the other night'. Third Row Tesla Podcast endorsed the idea and supported the suggestion 'to get Tesla to give him permission to keep flying as he had good videos'.

The Tesla Kid was named Silas Heineken aka Tesla Kid Grünheide.

As we know, Elon Musk is quite active on Twitter and .. you can't not make this up, replied with a short but meaningful answer 'Fine by me'.

A fews days later, on April 10<sup>th</sup>, 2020, Silas reported on Twitter "Just talked to the security. Was kinda nice because they were expecting me and YES, I'm now officially allowed to fly my drone over the Giga Berlin area !"... The Adventure started !

### Hi Silas, nice meeting you. Could you introduce yourself to our readers ?

*"My Name is Silas Heineken. I'm a 13-year-old kid from Grünheide. I'm a big fan of every kind of tech but my biggest passion is filmmaking. I started this hobby when I was 10 and I'm looking forward to keeping on doing this the rest of my life. I also like surfing, snowboarding and skateboarding. At school I'm not like a perfect student but it's ok. To be honest, I don't think that school is the most important thing in life, as I feel I am more productive outside of school and more interested in topics that are not taught in school."*

### What is your connection with the Tesla Community, how did you start getting involved ?

*"I forgot to mention that I'm a really big fan of Elon Musk and Tesla. I started liking Tesla when my dad, my brother and me visited California three years ago. I was 10 at this time and I was not a car guy. But in California we saw Teslas everywhere and every time I saw one, I was like: That's a futuristic car. And as soon as I got home, I started searching the internet because I wanted to learn more about those futuristic cars. As soon as I found out Tesla isn't just looking futuristic and cool, I realized, those cars are the future".*

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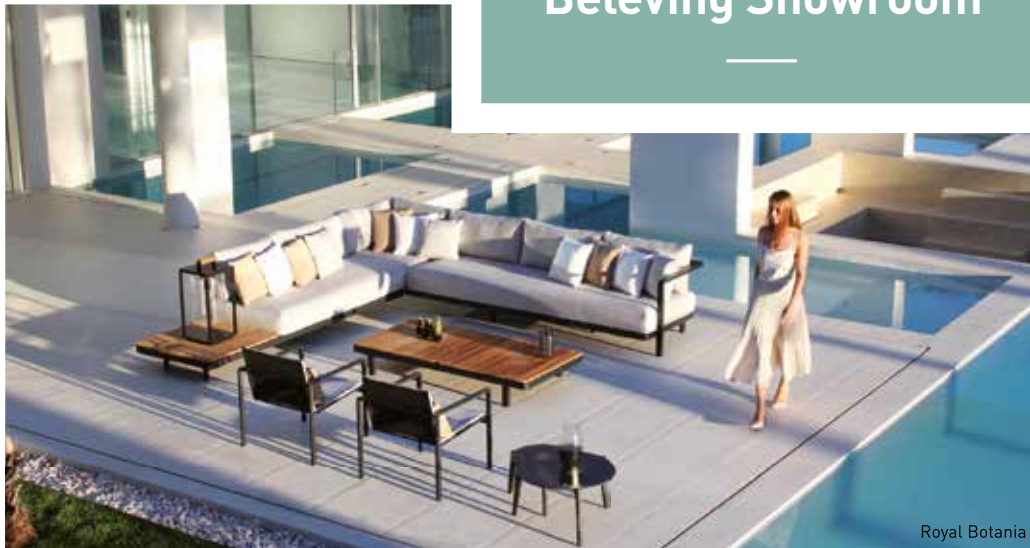


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**Where are you from ?**

*"As a German I grew up with these German cars like Volkswagen, Porsche and BMW and I, as a 10-year-old, when I thought of performance cars the first thing that came into my mind was Porsche. But as soon as I started to learn more about Tesla and their vision and performance, things changed. In school all my classmates were also focused on those German Cars, but I wanted them to realize that Tesla is much better in every category".*

**How did you start working with technology, creating media and embracing social media ?**

*"I think that was the time I started giving filmmaking more attention. After creating my first YouTube channel about surfing and snowboarding I permanently fell in love with filming, editing and publishing videos. In 2018 my dad, my brother and I went to Shanghai over the Easter holidays. Before that trip I googled Shanghai and when I saw the skyline of Shanghai, I was like: I need to get a drone to capture this. I started saving all my money and doing work for neighbors, mainly mowing the lawn. After I had enough money to buy a drone I did it. We flew to China and had an awesome 10 days and I learned much about drones and got some nice shots, even from the Great Wall, nas we also visited Beijing. After we came back home, I kept on flying my drone and practiced a lot. At this time I changed school from elementary to highschool. In my new school I thought, maybe I can change the minds of my friends about cars. In one of my classes I learned how to present something in front of listeners, and when I had to choose a topic I chose Elon Musk. I was so impressed by this guy and my teacher noticed that. In the following months whenever I had to give a speech or something I did it about Tesla or Elon Musk".*

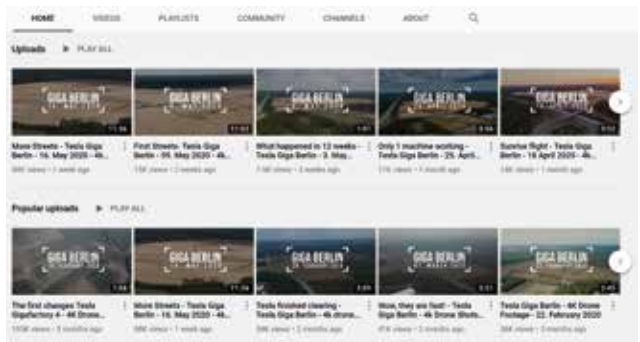
**And then came the Gigafactory 'adventure'.. Can you tell us how it all began ?**

*"In November 2019 Elon Musk announced that the upcoming 4th Gigafactory will be build right next to me and I was totally surprised and I was so happy. This was the Moment where I thought, everything's coming together so I started flying my drone every Saturday and then editing those shots and uploading them on my YouTube Channel. After 1 Month of flying I had an Issue. I went to the site as usual but after 20 minutes of flying a car pulled over and 2 people went out of the car. One guy asked me: Is this your drone. I said yes and then he said I have to get this drone back to me now. I was very shocked at this time and they were constantly telling me that thing like this can ruin my life because I will never get a good job after this. I was so scared at the time and after I landed my drone, my dad came to surprise me. After he came I was a little calmer. After I got back home I recorded a video where I was talking about what happened today and I said that everything that I need was permission by Tesla or Elon Musk. After that, everyone retweeted and posted this until Elon Musk gave me official permission over Twitter.*



*After this I went over to the site every Saturday until now. I started 3 Months and 2 Weeks ago and I think that this will last until the factory is built".*

You can continue the conversation online with Silas or view his amazing drone footage on his youtube channel <https://tinyurl.com/TeslaKidGiga4YT>



Silas is supporting the Community and posting new exclusive footage on a regular basis.

**To support Silas -no pressure- you can also support him thanks to his patreon profile [https://www.patreon.com/tesla\\_kid](https://www.patreon.com/tesla_kid)**

**RELAXEREND & MUZIKAAL**

# Passie, Eerlijk en Degelijk Advies! zijn de 'key words' in de 4 Alpha vestigingen

Graag nodigen wij u uit in één van onze 4 vestigingen. U wordt telkens onthaald met goede muziek (en een kopje koffie of thee), degelijk advies en een gratis en vrijblijvende offerte in een zeer relaxte sfeer.

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Chris, Sammy, Daniel, Guy & Peter.

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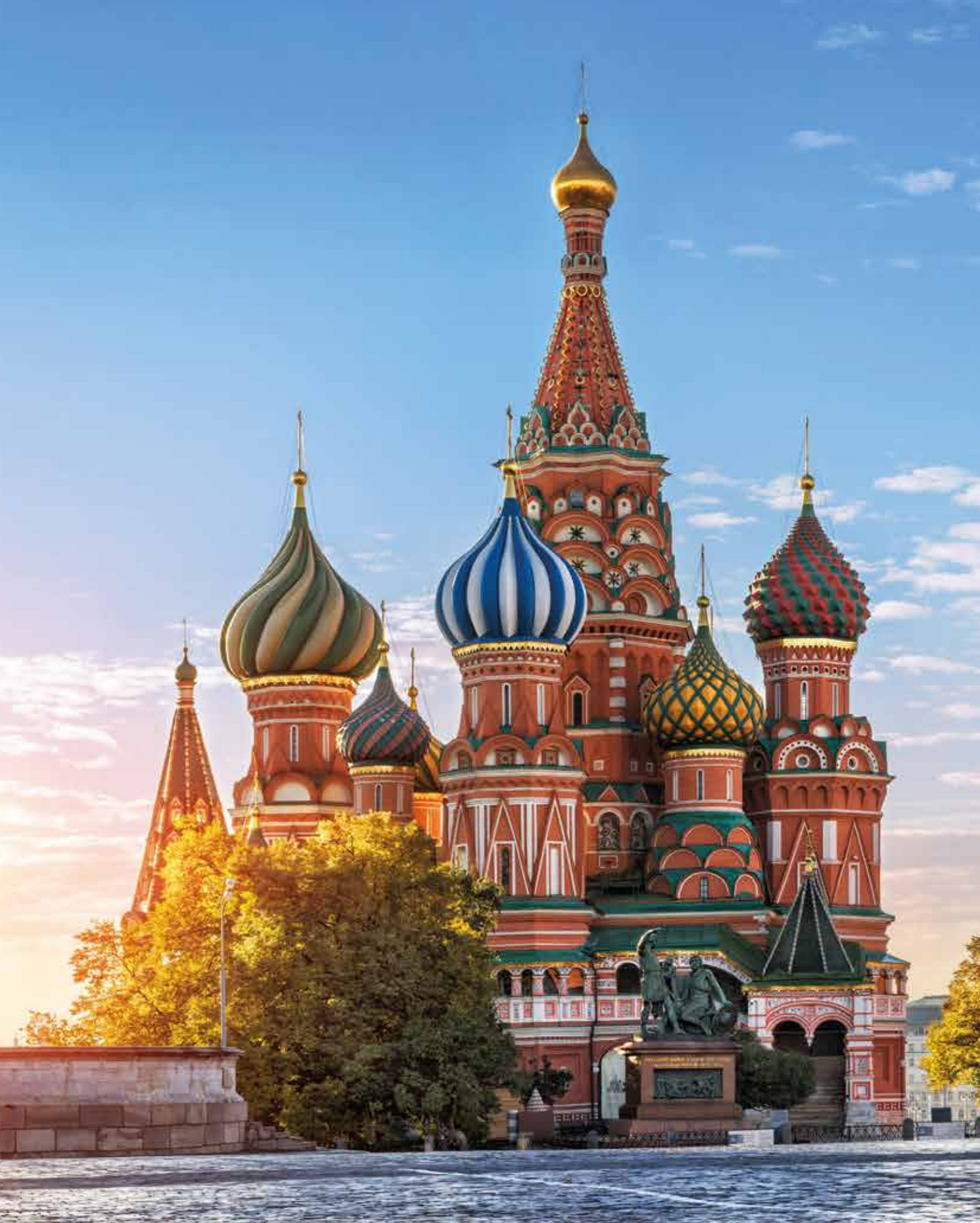
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# Op verkenning door het grootste land ter wereld

# Boeiend **Rusland**

Tekst & foto's: Asteria Expeditions

Bij Rusland denken velen aan vodka, matroesjka's en communisme. Maar, de Russische cultuur is veel rijker. De Russen houden vast aan hun tradities, zijn bijzonder gastvrij en verliezen nooit hun gevoel voor humor.

Amper 10 jaar nadat tsaar Peter De Grote Sint-Petersburg stichtte, werd het de hoofdstad van Rusland. Pas later kreeg Moskou de eer met een keur aan paleizen, kloosters, kathedralen en het Kremlin. Volgens de inwoners van Sint-Petersburg leven zij nog steeds in het echte culturele hart van Rusland. De stad geniet aanzien met een uitzonderlijke rijkdom aan cultuur, kunst en bijzondere architectuur. Moskovieten zien de inwoners van Sint-Petersburg dan weer niet als Russen maar als reserve-Europeanen.

De 2 meesterlijke parels verschillen enorm. Dat maakt een gecombineerde trip erg interessant. Maar vergis u niet, het land heeft nog meer in petto. Een riviercruise vormt de ideale formule om op een ontspannen manier kennis te maken met de cultuur en de prachtige landschappen. Uitzonderlijke treinreizen voeren dan weer langs metropolen en een indrukwekkende natuur.

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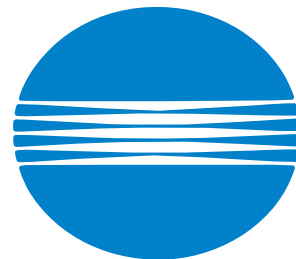
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1. Het ommuurde Kremlin wordt gezien als het centrum of het hart van Moskou en is gelegen aan het Rode Plein.
2. Het eiland Kizhi is een waar openluchtmuseum van geschiedenis, architectuur en etnografie in Karelië.
3. De kleurrijke matroesjka's worden al sinds 1890 in Rusland vervaardigd en waren bedoeld als kinderspeelgoed.
4. Het blauwe Catharinapaleis in Tsarskoye Selo was ooit de zomerresidentie van de Russische tsarina Catharina de Grote.
5. De Kerk van de Verlosser op het Bloed, mede door zijn mozaïekwerk een van de mooiste kerken van Sint-Petersburg.

Voor een overzicht van onze programma's met bestemming Rusland, surf naar [www.asteriaexpeditions.be/rusland](http://www.asteriaexpeditions.be/rusland)

# BELEEF MET ONS HET ECHTE RUSLAND IN AL ZIJN FACETTEN

Rusland staat garant voor een grote diversiteit aan ervaringen. Lokale tradities, geschiedenis, stadsbezoeken, unieke vervoersmiddelen, exploratie van de natuur... Iedereen komt aan zijn trekken.

## EEN RIJKE GESCHIEDENIS

Weinig steden herbergen zoveel kunstschaten als Moskou en Sint-Petersburg. De grote verschillen tussen steden en platteland zorgen voor een fascinerend contrast. Na de val van het communisme in 1991 evolueerde het land razendsnel. Toch is het communistisch erfgoed nog steeds zichtbaar. Getuige daarvan de vele gebouwen in Stalinistische stijl.

## MOSKOU

Een glorieuze stad van contrasten: historisch en modern, traditioneel en technologisch, klassiek en hedendaags. Het Kremlin met zijn dikke muren, statige gebouwen, paleizen en kerken met vergulde koepels vormt een stad in de stad. Het staat symbool voor de Russische macht en doet dienst als residentie van de Russische president en zijn regering. Geen enkele foto of reisgids kan u voorbereiden op de sensatie die u voelt wanneer u op het Rode Plein staat.

## SINT-PETERSBURG

In 1703 uit het niets gesticht door Peter De Grote. Na een bezoek aan Amsterdam raakte hij uitermate gecharmeerd. Hij wou een soortgelijke stad inclusief brede grachten, straten en kades nabouwen. De talrijke keizerlijke residenties, het indrukwekkende zomerpaleis Peterhof en de architectonische hoogtepunten maken van Sint-Petersburg de cultuurstad bij uitstek. De Hermitage, een van de grootste en omvangrijkste kunstmusea in de wereld, toont een bijzondere collectie met meer dan 150.000 kunstwerken.

## MATROESJKA

De naam is afkomstig van het woord matrjosjka, het koosnaampje van Matrjona, een boerinnennaam. Een matroesjka bestaat doorgaans uit 7 of 8 poppetjes. De prijs is afhankelijk van het aantal poppetjes in de set, de kwaliteit en de onderwerpen. De typische matroesjka beeldt een boerinnenmeisje in traditionele kleding uit

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Een cruise op de Volga-rivier betekent onthaasten in grandeur. De perfecte manier om te genieten van de geschiedenis en de prachtige landschappen. De Volga is met 3.350 km de langste rivier in Europa. De vaarroute voorziet rijkelijk in kloosters, kerken en ander werelderfgoed. Indrukwekkende monumenten wisselen af met kleine dorpjes.

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Design geïnspireerd door de lichtheid van de swingende sixties – met het dunne scherm van 4,9 mm lijkt het apparaat wel gewichtloos. Het oudste materiaal ter wereld, hout, creëert een gevoel van warmte en stabiliteit – via de charmante en unieke look van de nieuwe bild 5 vloerstandaard.

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De bild 5 oled is verrassend flexibel. In elegante Silver Oak of Piano Black, met vloerstandaard, op een tafel of tegen de muur. Met een optionele soundbar of met Loewe luidsprekers. Om het gevoel van een concert hal te ervaren, sluit u gewoon uw toestel draadloos aan op het klang 5 audiosysteem via de Loewe klang link.

**Adembenemende kwaliteit.**

Geavanceerde OLED-technologie op haar best. In tegenstelling tot LCD heeft OLED geen achtergrondverlichting nodig. Wanneer u het toestel uitschakelt, is het scherm volledig zwart. Met een responstijd van minder dan een microseconde. Dolby Vision™, HLG en HDR 10 geven een hoog contrast en schitterendere kleuren voor beelden met veel dynamiek.



**LOEWE.**

# ELECTRIC SCOOTERS AND MOTORCYCLES

Motorcyclists are quite often associated with roaring machines which are hardly an example of economy and are equipped with excess horsepower. You might also suppose that the average motorcyclist isn't really looking for a refined two-wheeler with a silent and economical electric engine. The fact is that it has considerably less testosterone than the familiar steel box. Yet there are some arguments which could persuade them to consider an electric motorcycle or scooter. Moreover, perhaps such an electric motorcycle or scooter makes the step to the motorised two-wheeler somewhat smaller for a non-motorcyclist.

TEXT: JOCHEN SCHEIRE







ASKOLL-ESPRO



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### WHIZZING BY TRAFFIC JAMS WITH GLEE

If you try to persuade someone who has never ridden a motorcycle that a scooter or motorcycle has plenty of advantages, especially for journeys between home and work, you always meet the same objections. A motorbike is dangerous, cannot be ridden in bad weather, is out of the question if your job requires smart clothes, isn't practical if you have some baggage, and such like. However, most of these objections can be refuted easily. If you consider that you can save a good deal of time for each journey by navigating the traffic on two wheels, you might gladly put up with a potential drawback.

Travelling by motorbike undeniably saves you time. Lots of car drivers have cursed inwardly when they were stuck in traffic for ages only to be overtaken suddenly by a commuter on a motorbike. By navigating traffic jams responsibly as a motorcyclist, you can save loads of time, but that's not all. At some traffic lights you can move to the front of the queue and in many cities you are allowed to use bus lanes. All this can mean a considerable time saving. For an accomplished motorcyclist the journey by motorbike can be more enjoyable than by car. Once you feel at ease on your machine and have discovered the benefits first hand, the daily trip to and from work really can be a feast.

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### THE IDEAL COMPANION ON THE ROAD

If you are thinking of using your two-wheeler mainly as a practical means of transport, a scooter might be the ideal solution. Due to their design, scooters usually offer a little more protection in inclement weather. They are usually fitted with a big screen which absorbs a lot of wind and rain or diverts it to the side. Your legs are also better protected on a scooter than on a motorcycle, the sitting position is more comfortable, and you hardly get any splashes of water from the wheels.

Many scooters have storage space for your helmet under the saddle so that you can deposit it easily when you arrive at work or visit a client. These factors could well make a good scooter the ideal commuter companion, but scooters are also a pleasant means of

transport apart from just travelling to and from work. If you have one in the garage, you will undoubtedly use it from time to time for shopping, enjoying a ride on a nice day in the weekend, or even going on a small trip.

### ELECTRIC WITH NO WORRIES

All this obviously applies to all scooters and motorbikes, including those without an electric engine. In recent years, however, electric two-wheelers have made great strides and there are good reasons for that. The fact is that electric motorcycles and scooters have undeniable assets. An 'ordinary' scooter is now often fitted with a CVT transmission so you no longer have to change gears. However, this is still seldom the case with motorbikes. With an electric two-wheeler, changing gears is a thing of the past. That makes riding easier



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## e-scooters



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and ensures that you can concentrate fully on the traffic. Moreover, electric motorcycles are also easier to maintain than traditional motorbikes. Many of the current generation of motorbikes are still fitted with a chain for the final gearing. You have to lubricate and clean it regularly, certainly in bad weather. Most electric motorcy-



ECCITY125+

cles, and certainly scooters, are fitted with a low-maintenance drive belt which you no longer have to worry about. As is the case with electric cars, an electric engine requires less maintenance than a fuel-driven engine.



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### BATTERIES ON A DIET

Obviously, constructors of motorcycles and scooters have less space to use for the electric engine and battery than in a car. It is also necessary to consider the weight of a motorcycle. Most people never really give a thought to whether their car weighs 1500 or 2200 kilogrammes, but the weight is much more important with motorcycles. The fact is that you as a motorcyclist have to cope with that dead weight. You have to be capable of controlling the engine as you navigate bends and be able to carry out manoeuvres during slow movements, entering and exiting parking spaces, for instance. And so, it is best that the motorcycle weighs less than 300 kilogrammes to ensure that the weight of the steel box remains manageable for motorcyclists. When you consider that a battery weighs

just under ten kilogrammes per kWh, you will realise at once that it is simply not possible to install a battery pack of about 60kWh, as is the case with some cars. And so, the biggest capacity on the market is the 18kWh of the Zero DS with its extra power tank. Capacity usually fluctuates between 5 and 12kWh. Obviously, you can ride more kilometres per kWh due to the lighter weight. With a car, the action radius is around seven kilometres per kWh, whilst with a motorcycle you do about 12 kilometres per kWh. This means that it is not impossible to ride 200 kilometres with one battery charge with some motorcycles. On average, you can count here on an action radius between 75 and 150 kilometres.





LIFAN-E3-STANDARD



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### FASTER CHARGING?

The smaller battery also ensures that the motorcycle can be charged relatively quickly. If you only use your motorcycle or scooter for getting to and from work or for short trips, you might not even need a charging station. If you can charge the battery at home at night using an ordinary socket, so you always have a fully charged battery in the mornings. If it proves necessary to charge the battery at work during the day, you can do so for or a few hours in an ordinary socket (mode 2) in order to be sure that your motorcycle is fully charged in the evenings to take you back home.

Most motorcycles and scooters can also be charged at a charging station (mode 3), and some are suitable for quick chargers (mode 4). With a motorcycle, you have to consider that it isn't so easy to take various charging cables with you due to the more limited luggage options. And so, you will probably opt for one charging cable, depending on your usage. As is the case with an electric car, you will have to learn by experience how to use your electric two-wheeler as efficiently as possible.

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### **AN EXPENSIVE ALTERNATIVE?**

As is the case with electric cars, electric motorcycles are considerably more expensive than a comparable model with a combustion engine. It is difficult to say precisely how much more you will pay for an electric motorcycle than for an ordinary motorcycle, and it varies from manufacturer to manufacturer and amongst types of motorcycles. If you are looking for an equivalent to a 125cc scooter which you can ride on the road with a car driving licence, you will certainly pay 1500 to 3000 euros more than for a petrol-driven

125cc machine. If you consider an equivalent to a middle class or a more powerful sporty motorcycle, the price difference will soon come to between 5000 and 10,000 euros. That's immediately an extra chunk of your budget for the purchase of a (new) motorcycle, but you will be able to ride more economically on the road during the lifespan of the two-wheeler. Since you can cover a lot of distance per kWh, the cost price per kilometre is relatively low. Here, too, it is difficult to calculate exactly what the difference will be



SAROLEA-MANX7

cause it varies greatly per model, but it is clear that the cost price per kilometre with an electric motorcycle will be considerably lower than that of a petrol-driven motorcycle. Maintenance costs will also be much lower. These savings probably won't mean that you regain the extra purchase cost, but you do get lots of comfort instead.

### TAX BENEFITS?

The bonus from the Flemish government for the purchase of an electric vehicle was abolished on 1 January 2020. That bonus for the purchase of an electric motorcycle could run up to 1500 euros, but that's no longer relevant. However, there is still a federal government tax reduction for two and three-wheelers which ride faster than 45km/h and for four-wheelers which weigh less than 400 kilogrammes.



SEAT E-SCOOTER CONCEPT\_006 H



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For motorcycles and three-wheelers, that amounts to 15% of the purchase value of the vehicle, with a maximum of 3140 euros. For four-wheelers weighing less than 400 kilogrammes, this also amounts to 15% of the purchase value of the vehicle, but with a maximum of 5150 euros. At present, this benefit still applies to the aforementioned vehicles, but this federal benefit was abolished for electric cars in 2014. If you buy an electric scooter or motorcycle for your business, you can still benefit from a VAT depreciation of 100%. And so, you could say that at present the government is providing somewhat more incentive to ride an electric motorcycle than to drive an electric car. Therefore, this year could be the ideal time to acquire your electric two-wheeler because it is difficult to forecast whether or not these benefits are going to remain in existence for long.



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## e-scooters



TORROT-MUVI-CITY



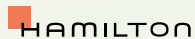
ZERO-FXS

### WHO MAY RIDE?

With motorcycles and scooters, there is a rule that you may ride a 125cc machine if you have car driving licence B. This is on condition that you have held the driving licence for at least two years and that your ride only in Belgium. This makes the steppingstone to a light motorcycle somewhat easier.

With electric scooters or motorbikes, we're obviously no longer talking about cylinder content, but some of these machines have been put on a par with a 125cc motorcycle and may therefore be ridden by someone with a car driving licence B. The summary below lists exactly which ones are in view.

Brand	Type	Class	Engine	Battery	Price	Autonomy	Charging time	Weight	Maximum speed
Askoll	C-Evolution	A2	19kW	12.7kW	16,550.00	160km	4.5 hours	265kg	129km/h
BMW	Cox	not available	not available	not available	not available	not available	not available	not available	not available
Coopop	Rugged	not available	not available	not available	not available	not available	not available	not available	not available
Coopop	50	Class B	4kW (top 5kW)	72.8Ah/74V (5.4kW)	6,990.00	120km	not available	150kg	45km/h
Eccity	125	A1	6kW (top 10kW)	72.8Ah/74V (5.4kW)	7,999.00	115km	3 to 9 hours	not available	100km/h
Eccity	125+	A1	8kW (top 12kW)	72.8Ah/74V (5.4kW)	8,999.00	109km	3 to 9 hours	not available	120km/h
Eccity	Miku Max	Class B	800W	not available	1,999.00	60km	4 hours	not available	45km/h
E-Drive	Grace	Class B	800W	20Ah	2,300.00	55km	3 to 5 hours	not available	45km/h
E-Drive	Raptor	Class B	1.2kW	not available	2,675.00	50km	5 to 7 hours	not available	45km/h
E-Drive	Cross Road	Class B	3kW	not available	3,700.00	60km	6 hours	not available	45km/h
E-Drive	Cross Field	Class B	3kW	not available	3,850.00	60km	6 hours	not available	45km/h
E-Drive	Cargo Job	Class B	4kW	not available	5,995.00	130km	not available	not available	45km/h
E-Drive	Cargo Job F	A1	4kW	not available	4,695.00	90km	not available	not available	80km/h
E-Drive	Torino	Class B	3kW	not available	3,250.00	110km	5 to 6 hours	not available	45km/h



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## e-scooters

Brand	Type	Class	Engine	Battery	Price	Autonomy	Charging time	Weight	Maximum speed
E-Drive	Torino Plus	A1	4kW	not available	4,250.00	90km	5 to 6 hours	not available	75km/h
E-Drive	T-Rex	A1	5kW	not available	6,950.00	100km	3 to 5 hours	not available	110km/h
E-Drive	Novi C 1500	Class B	1.5kW	2 x 28Ah / 2 x 37Ah	From 3,340.00	Up to 130km	not available	80kg	45km/h
EMCO	Novantic C 2000	Class B	2.7kW	2 x 28Ah / 2 x 37Ah	From 3,740.00	Up to 130km	not available	86kg	45km/h
EMCO	Nova R 300	Class B	3kW	2 x 28Ah / 2 x 37Ah	From 4,040.00	Up to 130km	not available	86kg	45km/h
Energica	Eva Ribelle	A	107kW	21.5kWh (max.)	not available	180 - 400km	40 min. 80% at fast charge	not available	200km/h
Energica	Esseesse9/ Esseesse9+	A	80kW	21.5kWh (max.)	not available	180 - 400km	40 min. 8 0% at fast charge	not available	200km/h
Energica	Ego / Ego+	A	107kW	21.5kWh (max.)	not available	180 - 400km	40 min. 80% at fast charge	not available	240km/h
E-Rider	S - Li9000W	A1	9kW	80Ah	6,116.00	180km	3 to 5 hours	not available	120km/h
E-Rider	Li9000W	A1	9kW	100Ah	6,996.00	220km	3 to 5 hours	not available	120km/h
E-Rider	Puma Li-9x	A1	9.9kW	130Ah	8,750.00	290km	4 to 6 hours	not available	120km/h
FD-Motors	F3	Class A, Class B	1.5kW	2 x 21Ah/72V (2 x 1.5kWh)	3,299.00	100km (45) - 140km (25)	3.5 hours	111kg	25km/h 45km/h
FD-Motors	F7	Class A, Class B	3kW	34Ah/72V (2.4kWh)	3,599.00	90km (45) - 125km (25)	4 hours	111kg	25km/h 45km/h
GOMAX	Dragon-E	Class B	1.5kW	21Ah/72V (1.5kWh)	2,699.00	50km	5 hours	92kg	45km/h
GOMAX	Dragon-E Plus	Class B	1.5kW	40Ah/72V (2.9kWh)	2,999.00	100km	Min. 3 hours	92kg	45km/h
Harley-Davidson	Livewire	A	78kW	15.5kWh	34,000.00	158km	1 hour at fast charge	not available	not available
Horwin	CR6	A1	6.2kW	55Ah/72V (4kWh)	6,290.00	150km (at 45km/h average)	3 to 5 hours	134kg	92km/h
Horwin	CR6 Pro	A1	11kW	55Ah/72V (4kWh)	7,490.00	130km (at 45km/H average)	3 to 5 hours	137kg	105km/h
KTM	Freeride EXC	A2	9-18kW	3.9kWh	11,677.00	not available	1.3 hours	111kg	not available
Kumpan	1954Ri	Class B	4kW	not available	4,999.00	Up to 180km	not available	not available	45km/h
Kumpan	1954Ri S	A1	7kW	not available	6,999.00	Up to 180km	not available	not available	100km/h
Lifan	E3 Standard	Class A, Class B	1.5kW	24Ah/72V (1.7kWh)	1,999.00	60km	6 hours	81kg	25km/h 45km/h
Lifan	E3 Deluxe	Class B	1.5kW	24Ah/72V (1.7kWh)	2,199.00	60km	6 hours	81kg	45km/h
Nipponia	Volty	Class A, Class B	1.5kW	24Ah/60V (1.44kWh)	2,099.00	55km (45) - 75km (25)	5 hours	68kg	25km/h 45km/h
Nipponia	E-Legance	Class B	1.5kW	26Ah/60V (1.56kWh)	2,599.00	55km	5 hours	107kg	45km/h
Niu	NQI GTS Sport	A1	3.1 kW	2 x 26Ah/60V (2x1.5kWh)	not available	90 - 105km	4 to 7 hours	not available	70km/h
Niu	NQI GTS Pro	A1	3.1kW	2 x 35Ah/60V (2x2.1kWh)	not available	125 - 135 km	3.5 to 6 hours	not available	70km/h
Niu	NQI GT Pro	A1	3.5kW	2 x 35Ah/60V (2x2.1kWh)	not available	130 - 140km	4 to 7 hours	not available	70km/h
Niu	NQI GT Sport	A1	3.5kW	2 x 26Ah/60V (2x1.5kWh)	not available	95 - 110km	3.5 to 6 hours	not available	70km/h
Niu	MQI+ Sport	Class B	1.4kW	42Ah/48V (2kWh)	not available	75 - 100km	7 hours	not available	45km/h
Niu	MQI+ Lite	Class B	1.4kW	31Ah/48V (1.5kWh)	not available	60 - 75km	6 hours	not available	45km/h
Niu	MQI-series	Class A, Class B	800W - 1200W	26Ah/48V (1.2kWh)	not available	60 - 80km	6 hours	not available	25km/h 45km/h
Niu	NQI-series Pro	Class B	3kW	35Ah/60V (2.1kWh)	not available	145 - 155km	2 x 3 hours	not available	45km/h
Niu	NQI-series Sport	Class B	1.8kW	29Ah/60V (1.74kWh)	not available	50 - 80km	7 hours	not available	45km/h
Niu	NQI-series Lite	Class B	1.8kW	26Ah/60V (1.56kWh)	not available	55 - 70km	6 hours	not available	45km/h
Niu	UQI-series	Class A	not available	21Ah/48V (1kWh)	not available	30 - 40km	3.5 hours	not available	25km/h

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## e-scooters

Brand	Type	Class	Engine	Battery	Price	Autonomy	Charging time	Weight	Maximum speed
Qooder	eQooder	A	21 kW (top 45kW)	7.2kWh	not available	150km (at 45km/h average)	7.5 hours	297kg	not available
Qooder	Qve	A2	18kW (top 34kW)	7.2kWh	not available	110km	5.2 hours	227kg	not available
Sarolea	N60	A	120kW	22kWh	From 64,000.00	Up to 330km	not available	215kg	240km/h
Sarolea	Manx 7	A	120kW	22kWh	From 50,000.00	Up to 330km	not available	217kg	240km/h
Seat	E-scooter	A1	11 kW	5kWh	6,999.00	115km	5 hours	105kg	not available
Silence	S01	A1	11 kW	5kWh	6,600.00	115km	5 hours	105kg	not available
Skyteam	EL-max	Class A, Class B	800W	20Ah/60V (1.2kWh)	not available	40 - 100km	not available	60kg	25km/h 45km/h
Super Soco	TC Max 125	A1	5kW	45 Ah/72 V (3,24 kWh)	4,999.00	140km	not available	110kg	85km/h
Super Soco	TS	Class A, Class B	2.4kW	27Ah/60V (1.62kWh)	3,299.00	not available	not available	90kg	25km/h 45km/h
Super Soco	TSX	Class B	3kW	30Ah/60V (1.8kWh)	3,499.00	not available	not available	90kg	45km/h
Super Soco	TC	Class B	3kW	30Ah/60V (1.8kWh)	3,499.00	not available	not available	90kg	45km/h
Super Soco	CUX	Class A, Class B	2.8kW	30Ah/60V (1.8kWh)	2,799.00	not available	not available	70kg	25km/h 45km/h
Super Soco	CPX	A1	4kW	45Ah/60V (2.7kWh)	4,499.00	not available	not available	not available	90km/h
Sur-Ron	Light Bee X	A1	7kW	33Ah/60V (2kWh)	3,949.00	not available	3 hours	50kg	60km/h
Torrot	Muvi City L1	Class A, Class B	3kW	2 x 25Ah/48V (2x1.2kWh)	5,840.00	60 - 100km	3 to 5 hours	not available	25km/h 45km/h
Vespa	Elettrica	Class B	4kW	4.2kWh	6,479.00	100km	4 hours	102kg	45km/h
Zero	SR / S	A	40kW (top 82kW)	14.4kWh	From 21,900.00	Max. 259km	Max. 4.5 hours	229kg	200km/h
Zero	SR / F	A	40kW (top 82kW)	14.4kWh	From 21,100.00	Max. 259km	Max. 4.5 hours	220kg	200km/h
Zero	SR	A2	22 kW (Piek 52 kW)	14.4kWh	From 17,900.00	Max. 288km	Max. 9.8 hours	188kg	163km/h
Zero	S	A1	11 kW (top 33kW)	7.2kWh	From 13,000.00	Max. 143km	Max. 5.2 hours	142kg	139km/h
Zero	DSRBF	A	22kW (top 52kW)	14.4kWh	From 21,200.00	Max. 253km	Max. 9.8 hours	222kg	163km/h
Zero	DSR	A	22kW (top 52kW)	14.4kWh	From 17,900.00	Max. 262km	Max. 9.8 hours	190kg	163km/h
Zero	DS	A1	11 kW (top 33kW)	7.2kWh	From 13,000.00	Max. 132km	Max. 5.2 hours	144kg	139km/h
Zero	FXS	A1	11 kW (top 33kW)	7.2kWh	From 13,000.00	Max. 161km	Max. 9.7 hours	133kg	132km/h
Zero	FX	A1	11 kW (top 33kW)	7.2kWh	From 13,000.00	Max. 146km	Max. 9.7 hours	not available	not available



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Your Yakiniku, which means roasted meat in Japanese, gives you much more than just a barbecue in the garden for sunny evenings. It is a tool which you will want to use all year round and which provides the most appealing dishes and preparations, even in winter. It is suitable for more than just roasting a satay! It warms up in no time at all and the ventilation grids help to maintain the perfect temperature. After that, it's up to you to cook at a low temperature, prepare a perfectly crispy pizza, or apply a little extra heat to roast that delicious steak. Just be aware that this is the start of a new hobby and you're going to be using an ordinary cooker less and less!

### HISTORY

Originally, it was derived from the Asian Tandoor. People made a hole in the ground, lit a fire in it, and put stones around to direct the heat. Once the flames had disappeared, the base of the fire yielded glowing coals and bread was baked against the sides of the hole. When people had learnt how to bake pots, they obviously used this clay oven for that purpose. It was still open on the upper side and was actually used more as a source of heat onto which a sort of pan or pot could be put to boil rice, for instance. It was not until early in the last century that people in Japan also found a way to close the kamado so they could use it to cook at lower temperatures. The kamado with an opening and closing lid hadn't yet been discovered. It is due to American soldiers that we can now enjoy it. They witnessed the discovery of this 'kamado' in Japan in their time after the Second World War. The American fondness for a barbecue was combined with the ancient knowledge and technique from Japan. The correct refinement gradually gave rise to the kamado as we know it today.

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food



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### **SIMPLE OPERATION, PROFESSIONAL RESULT**

The Yakiniku, which means roast meat in Japanese, is a kamado grill based on a traditional Japanese model. The oval shape of the kamado ensures that hot air circulates. Since you can regulate the air supply accurately and simply, you are master of your temperature in your Yakiniku. And so, you roast the meat at a high temperature and let it simmer at a low temperature. The Yakiniku is made of 33mm thick ceramics so it retains the heat better than other kamados. The advantage is that charcoal consumption is 50 to 70 per cent lower than with an open barbecue, where oxygen has free rein.

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### **MEAT, FISH, PIZZA, BREAD, AND EVEN DESSERTS IN AN INSTANT**

The Yakiniku is the ultimate kamado for everyone who loves the savour of a smoky grill. With the Woodchipper, you make sure quite easily that the meat and the fish (but also the pizza or the bread which you bake on the pizza stone) are given a smoky flavour. And even desserts. Think of grilled pineapple or a smooth brownie. And that without having to open the lid and the Yakiniku losing its heat! For a lengthy preparation, too, the Yakiniku is the ideal kamado. For the perfect simmering of pulled pork or juicy spare ribs, you can use the Yakiniku in an instant.



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# BY CAR TO THE GARDEN OF FRANCE

## WELCOME TO THE LOIRE VALLEY!

These are strange times. There's lots of uncertainty and no one knows how far we can travel in the next few months or even if we can make an exotic trip at all. One thing which we do expect, however, is that travel to a destination abroad will probably be limited in distance, so we'll very likely have to go by car.





Travel agents like Caractère, with an extensive range of car holidays, are therefore the recommended partner par excellence for organising an unforgettable trip by car. We've selected one destination and wish to enthuse you for an unforgettable holiday on the banks of the River Loire. This proposed itinerary serves purely as inspiration and can be adopted or personalised to suit your wishes. Prepare to be amazed!

### **THE LOIRE FROM MASSIF CENTRAL TO THE OCEAN**

The Loire region is the ideal destination for a short break or a week away. Just 500km from Brussels, the distance can easily be covered in a day. This vast holiday region in France has incredible riches on offer: fantastic castles, beautiful river landscapes, lovely old villages, tasty wines, and delicious food. Yet there's also a jumble of country lanes and forest roads which make the region a paradise for cyclists or hikers. All this is accompanied by kilometres of vast woods and forests which make a lovely summer stay.

The focal point in this beautiful hilly landscape is obviously the River Loire. It is the longest river in France with thousands of dimensions and changes from day to day and from season to season, misty in winter, gorgeous in nice weather. The castles along the Loire reflect in the river and thereby strengthen the regal aspect of the Loire.

The Loire springs at a height of 1400 metres in the Massif Central at the foot of Mount Gerbier de Jonc. There is some dispute about the exact location of the source, so you can visit two different ones which are near to each other. The most well known one can be admired in a farm stable where the water comes from the tap, whilst the other one is inconspicuous in a meadow a little further. From that point the river flows for a good 1012 kilometres towards the Atlantic Ocean. The river basin, with 117,000 square kilometres, covers no less than one fifth of France. This makes the Loire unique and the Loire Valley is a UNESCO World Heritage Site.





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The Loire region simply invites you to explore. Perhaps the most charming part is that from Bourgueil to Angers. The vineyards in the Anjou, near Bourgueil, Saumur, and other wine regions near the Loire are ideal for splendid walks and cycle rides. Other special features include attractive cities such as Orleans, Tours, Blois, Saumur, and Angers. Yet all this is merely a selection of what this beautiful holiday region has to offer.

### **THE LOIRE IN THE COURSE OF THE SEASONS**

The winter landscape of the Loire region with the misty river is a fantastic spectacle. The riverbed is hardly visible and the woods are merely hazy shadows. This is also the period when the surrounding villages are threatened by floods, such as on the island of Béhuard. From spring onwards, the Loire is lush and green.

The splendour of the ephemeral islands and the woods on the sludge land is unveiled in all her beauty. In summer the river lies extremely low and the sandy banks are visible everywhere. In bygone days, before the bridges were built, the residents happily profited from the low water to cross the river.

The closer the river comes to the ocean, the more the sea makes its influence felt. Although the tides are most clearly visible at the river mouth, they are noticeable as far back as Ancenis. The Loire, a combination of force and mildness, fascinates and excites. The 'Loire Houses' help us learn more about the river and also protect it. That's where visitors can discover the secrets of the river by means of exhibitions and excursions amidst the natural beauty.





### THE SPLENDID WINES FROM THE LOIRE REGION

The Loire region is renowned not only for its many splendid castles, but also for the production of fresh and fruity wines (mainly white) of world class. The most well known wines from the region include Sancerre, Menetou Salon (less renowned, but just as tasty as Sancerre and often somewhat less expensive), Touraine, and Pouilly-Fumé. Moreover, somewhat more fruity and sparkling wines are also produced in the region according to the 'traditional method'.

The region has several co-operatives and small independent wine growers as well as big wine producers. Most producers possess their own wine cellars which they have carved out in the tuff surrounds. Many of them offer guided tours and (free) wine tasting. That is why it can be wise to hire a bike for use when visiting a number of wine houses. During the summer months, wine festivals take place regularly. These are definitely worth a visit. Make sure you also try out the various wine trails ('routes

de vignobles'). These are routes which take you along some selected or special vineyards.

### MIRROR OF AN EXCEPTIONAL CULTURAL HERITAGE

On calm banks with moored boats lie the scenic little villages, inextricably linked to the river. These are true gems and some of them really can be called 'Most beautiful villages of France' or 'Little Cities with Character'.

The castles of the Loire also like to reflect proudly in the river, as if to double their beauty. After all, it's impossible to consider the Loire region without thinking of its splendid castles. They are inextricably intertwined with each other, the one resonates in the other: on the banks of the Loire and its tributaries, in the woods of the Loire region, in the heart of the characteristic cities, or in the vicinity of the authentic villages. These are all symbols of the French Renaissance, and 22 of them are included in the Great Sites of the Loire Valley ('Grands Sites du Val de Loire').





## 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.

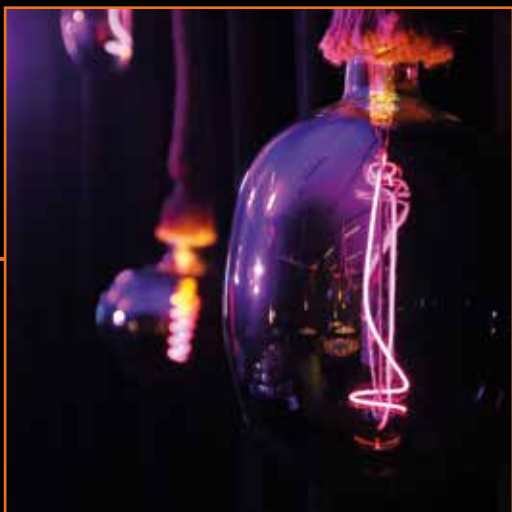
Events, horeca, bedrijven, interieur-architecten, kijkwoningen, technische firma's... kunnen rekenen op een ongezien aanbod van buitengewone producten aan betaalbare prijzen!

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

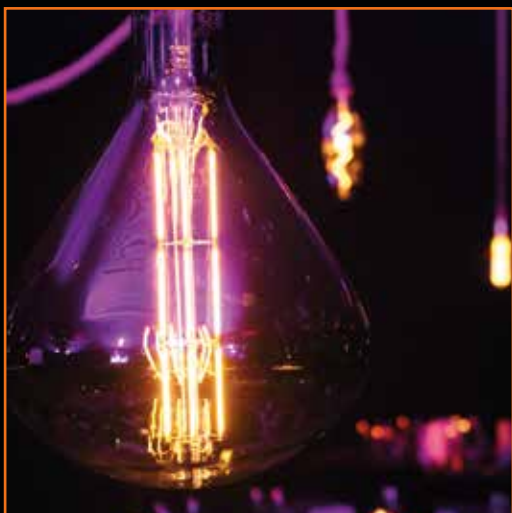


foto's realisatie: BAM-congres - Expo - Brussel

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RENT



foto's realisatie: Objective International - Wichelen





### **DAY 1: BRUSSELS – CHAMBORD (ABOUT 480KM) / CANGÉY (ABOUT 515KM)**

Outward journey. Three nights in the spectacular surrounds of Relais de Chambord or the rural Hotel Le Fleuray.

### **DAY 2: VISIT TO BLOIS AND CHAMBORD CASTLE (ABOUT 34 TO 100KM RETURNTRIP)**

The historic city of Blois was once the residence of Louis XII. Prior to the French court being relocated to Paris by Henry IV, Blois was the main residence of the French kings. All architectural styles are represented in the buildings. The Château de Blois houses the renowned 'Staircase of Francis I', which lies partly outside the castle and is meticulously embellished with renaissance images. The highlight of the renaissance in the region is Chambord Castle, which is a Unesco World Heritage Site. Originally, people wanted to shift the course of the Loire to make way for the building; the floor plan and design of the spiral staircase are ascribed to Leonardo da Vinci.

### **DAY 3: AMBOISE AND CHENONCEAUX (ABOUT 60 TO 125KM RETURNTRIP)**

On we go along the Loire to the adorable little town of Amboise, with a citadel belonging to King Charles VIII, historically one of the most important castles; the chapel is said to house the remains of Leonardo da Vinci. Further on we come to Chenonceaux Castle, which, with a 60m-long gallery built on arches, spans the River Cher. It is also nicknamed the 'Castle of the Six Ladies' after the noble ladies who have defined the history of this castle with their intrigues.

### **DAY 4: VOUVRAY - TOURS (ABOUT 55 TO 150KM)**

The first visit of the day is all about the wine. Vouvray is renowned for its excellent sparkling white wines and its cave dwellings in limestone. That is followed by a visit to the historic art city of Tours, with its abundant museums and sights: the impressive Saint Gatien Cathedral, the Hôtel Gouin (the most beautiful renaissance building of Touraine), the picturesque pedestrian precincts of the Old City of Tours ('le Vieux Tours') with half-timbered buildings from the 15<sup>th</sup> and 16<sup>th</sup> centuries, the Charles the Great Tower, and some ruins of the first Church of Saint Martin. Tours is the biggest city of the Loire Valley and the birthplace of author Honoré de Balzac. You stay three nights in the magnificent castle-hotel Domaine de la Tortinière next to Tours or in the unique Fontevraud L'Hôtel, within the abbey walls of Fontevraud.

### **DAY 5: THE CASTLES OF VILLANDRY, LANGEAIS AND AZAY-LE-RIDEAU (ABOUT 75 TO 95KM RETURNTRIP)**

Along the green Loire Valley you drive to Villandry, the last renaissance castle to be built. It lies on the banks of the Loire and is renowned for its amazing harmony in architecture and its exceptional gardens and terraces. You then come to Langeais, with its 15<sup>th</sup> century castle of Louis XI and renowned for its splendid Flemish wall tapestries. You return via Azay-le-Rideau Castle, which is acclaimed for its ideal proportions. If you stay in Fontevraud L'Hôtel, you do the programme in the opposite order.

The Loire Valley numbers about 140 renaissance castles. You find them mainly along the river in the Central France departments of Maine-et-Loire, Loir-et-Cher, and Indre-et-Loire. Some castles are open all year for tourists, others only in the summer. Some of them have most charming gardens.

Some castles which are still occupied get you dreaming about life as it was here in a bygone age. Others welcome you even for one or more nights. That is the concept of Welcome to the Castle ('Bienvenue au Château') and the castle hotels.

#### **TO THE REGAL LOIRE BY CAR WITH CARACTÈRE**

This pleasure trip takes you on an exploration of the major castles and the most beautiful routes of the Loire region. Here you feel folk tales come to life and royal blood flow through your veins. Here you are left breathless at the sight of the grandeur which generations of intrigues and wars have immortalised in stone. You stay in unique hotels which Caractère has selected for you, ideal points of departure for exploring and learning about the historic heritage of the region.

**DAY 6: CHINON, USSÉ, AND SAUMUR  
(ABOUT 80 TO 170KM RETURN TRIP)**

Chinon Castle is an impressive medieval fortress which saw the trial of the Order of the Templars in 1308. It was also the scene of the meeting in 1429 between Joan of Arc and Charles VII, which was vitally important for the history of France. Along the River Indre we come to the flamboyant and lofty Ussé Castle, which gave Charles Perrault his inspiration for Little Briar Rose. On we go along the banks of the Loire to the medieval city of Saumur, nestled in the heart of the wine region of Anjou. Here, the splendid and elevated castle of the dukes of Anjou catches the eye. Make sure you visit the historical centre further down,

with the 17<sup>th</sup> century St Peter's Church, the pleasant alleys with old half-timbered houses, and St Peter's Square ('Place St.-Pierre'), with its numerous terraces and restaurants. The return trip includes a nice end to the day with some wine tasting in the cellars of Domaine Olga Raffault in Savigny-en-Véron.

**DAY 7: RETURN TRIP TO BRUSSELS  
(ABOUT 560 TO 620KM)**


OR you can extend your stay in a Caractère hotel of your choice.

**For more information and details about the overnight stays:  
[www.caractere.be/nl/beleefreizen/de-koninklijke-loire](http://www.caractere.be/nl/beleefreizen/de-koninklijke-loire) (web site in Dutch or French only)**



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ELK JUWEEL IS EEN UNIEK STUK, GEMAAKT IN BEPERKTE OPLAGE.

# JEWELS KISSED BY A ROSE



## OOK MAATWERK IS MOGELIJK

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!





Ruby probeert  
een nieuwe mascara.

En dat zal een  
invloed hebben  
op uw vermogen.



Wollongong, Australië. Ruby, net 15 geworden, brengt een nieuwe mascara aan. Ze vindt hem goed en zet een filmpje online. Honderden followers geven direct likes en commentaar. Maar de ouders van meisjes zoals Ruby letten ook op hun online veiligheid. Hierdoor stijgt de vraag naar databeveiliging en worden er veel programmeurs opgeleid, die nieuwe algoritmes ontwikkelen die amper nog te kraken zijn. Door de bescherming van alle gegevens groeit het digitale vertrouwen bijna net zo snel als het aantal followers van Ruby. Daardoor kennen we een explosie van het online shoppen, waardoor de hele logistieke sector groeit en het aantal distributiecentra toeneemt. Op hun beurt moeten die op-en-top beveiligd worden. Digitaal en door veiligheidsagenten. Want van hieruit vertrekken alle goederen die via internet verkocht worden. Zoals het nieuwe, trendy Australische make-upmerk voor jongeren met de naam Ruby.

Om die redenen adviseren onze Private Bankers om onder andere te beleggen in de zeer veelzijdige sector van de veiligheid.

**Dankzij de informatie van onze specialisten in 70 financiële centra wereldwijd, kunnen ze rechtstreeks inspelen op marktevoluties en weldoordachte beslissingen nemen. En dat maakt een groot verschil voor uw vermogen.**

Meer info op [deutschebank.be/privatebanking](https://www.deutschebank.be/privatebanking)

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# Veiligheid: sterke kansen voor beleggers

De nieuwe mascara van Ruby zet een hele economie in beweging en daarom raden onze experts in 70 financiële centra aan om te beleggen in de sector van de veiligheid.

## SAMENGEVAT

- De vraag naar beveiliging en veiligheidsoplossingen trekt 2 tot 3 keer zo snel aan als de globale economische groei.
- Veiligheid is een onderwerp dat veel ladingen kan dekken. Door te beleggen in een themafonds kunt u tegelijk inspelen op verschillende ontwikkelingen.

## VEILIGHEID IN CIJFERS



**44 AANVALLEN PER DAG**

Een gemiddelde website krijgt dagelijks dit aantal cyberattacks te verwerken.



**420 MILJARD USD**

Verwachte budget dat het komende decennium geïnvesteerd wordt in beveiliging voor projecten voor intelligente steden.



**X 2,5**

De minimum verwachte stijging van investeringen in veiligheidssystemen voor rij-assistentie en voor autonome voertuigen tegen 2020/2021.



**16 MILJARD USD**

Voorspelde waarde van de wereldwijde markt voor voedseltesting in 2020.

[deutschebank.be/privatebanking](https://deutschebank.be/privatebanking)

Ruby probeert  
een nieuwe mascara.

En dat zal een  
invloed hebben  
op uw vermogen.



Als u het licht aanknipt, dan gebruikt u elektriciteit van een stroomcentrale die de klok rond bewaakt wordt. Koopt u een doos koekjes in de supermarkt, dan is die onderworpen aan microbiologische, chemische en fysieke tests. Bestelt u een boek via internet, dan zorgt een beveiligde betaalomgeving ervoor dat hackers niet zomaar uw gegevens kunnen stelen.

Veiligheid is een megatrend die in de toekomst alleen nog maar aan belang zal winnen. Want zowel bedrijven, overheden als particulieren zullen elk op hun manier moeten investeren in hun bescherming tegen allerlei bedreigingen: van identiteitsdiefstallen tot verkeersongevallen, van cyberaanvallen tot terrorisme, van besmettelijke ziektes tot inbraakbeveiliging. En ga zo maar door.

## ■ WERELDWIJDE MEGATRENDS CREËREN OPPORTUNITEITEN

**Innovatie:** nieuwe technologieën zoals cloud computing, waarbij alle gegevens en software online worden bewaard, brengen nieuwe risico's mee die ons kwetsbaar maken. Informatiebeveiliging vormt dan ook een absolute prioriteit.

**Urbanisatie:** hoe meer mensen in de steden wonen, hoe meer infrastructuur er nodig is, zoals elektriciteitscentrales, openbaar vervoer, sportstadions, (lucht)havens... Dat betekent meteen ook een grote investering in de beveiliging van die infrastructuur.

**Reglementering:** de globalisering brengt een complexere wetgeving mee op het vlak van voedselveiligheid, transport... wat leidt tot een stijgende vraag naar apparaten en diensten om te testen, te analyseren en te inspecteren.

**Globalisering:** het wegvallen van grenzen voor mensen, handel en transport brengt nieuwe veiligheidsuitdagingen mee op vlak van onder meer terrorisme, mensensmokkel en verspreiding van ziektes.

## ■ EEN SECTOR IN VOLLE GROEI

Volgens onderzoek van het Copenhagen Institute for Futures Studies (CIFS) uit 2018 trekt de vraag naar veiligheidsoplossingen 2 tot 3 keer zo snel aan als de globale economische groei. Verdere groei wordt vooral verwacht in drie domeinen:

**Fysieke beveiligingsproducten:** bewakingscamera's, inbraakpreventie en alarmsystemen, airbags, veilige arbeidskledij...

**Beveiligingsdiensten:** organisaties die voedsel analyseren, gevaarlijk afval ophalen, bewakingsdiensten leveren, water- of luchtkwaliteit monitoren...

**IT-beveiligingsproducten:** programma's om het elektronische betaalverkeer te regelen, biometrie, beveiligen van het internet...

## ■ WAAROM NU IN HET BEVEILIGINGSTHEMA INSTAPPEN?

Het beveiligingsthema zit nog in veel domeinen in de beginfase (zoals de beveiliging van 'the internet of things' of het onafhankelijk testen, inspecteren en certificeren - TIC) en beschikt dus nog over een groot groeipotentieel.

Verscheidene bedrijven in de sector fuseren of nemen kleinere start-ups over. Zo kocht Fiserv (technologie voor

financiële sector) begin 2019 First Data (oplossingen voor kaartbetalingen) op. En hardwaregigant Intel lijfde in 2018 nog Mobileye in (veiligheidsoplossingen voor autonome voertuigen).

Geschat wordt dat de veiligheidssector met bijna 7% per jaar zal groeien.

Hoe kunnen particuliere beleggers een graantje meepikken van deze structurele groei? De Private Bankers en beheerders van Deutsche Bank helpen hun cliënten daarbij. Aan de hand van de aanbevelingen van de strategen van de bank, die hun overtuigingen baseren op analyses door de experts van Deutsche Bank op het terrein in een zeventigtal financiële centra wereldwijd, kunnen zij de juiste beslissingen nemen en ervoor zorgen dat de portefeuilles van hun cliënten ten volle meegenieten van de ongeziene opmars van de veiligheidssector.

Deutsche Bank AG, Taunusanlage 12, 60325 Frankfurt am Main, Duitsland, HR Frankfurt am Main HRB nr. 30000. Deutsche Bank AG Bijkantoor Brussel, Marnixlaan 13-15, 1000 Brussel, België, RPR Brussel, BTW BE 0418.371.094, IBAN BE03 6102 0085 7284, IHK D-HOAV-LOHOD-14, V.U.: Olivier Delfosse.

Publiciteitsfoto: de hier weergegeven informatie is geen beleggingsadvies.

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	<p>You can count on G&amp;P for:</p> <ul style="list-style-type: none"> <li>Resident Engineering</li> <li>Quality Engineering &amp; Quality Management</li> <li>Project Engineering</li> <li>Process Engineering</li> </ul>	
<p>We help you:</p> <ul style="list-style-type: none"> <li>Stop (containment)</li> <li>Inspect (control)</li> <li>Rework</li> </ul> <p>Potential errors and defects in your business processes</p>		<p>Quality management tools such as:</p> <ul style="list-style-type: none"> <li>5S</li> <li>LPA's</li> <li>FMEA's</li> <li>8D-systems</li> <li>5-Why</li> </ul>

$$Q = E^2 \text{ Efficient \& Effective}$$

## Kwaliteitsbeheersing tot in het kleinste detail

### Haal het beste uit uw business

G&P Quality Management. Onze naam zegt het al: wij zijn experts in kwaliteitsbeheersing. Met Quality Management of kwaliteitsbeheersing helpt u uw werknemers om alle activiteiten zo effectief (correct) en efficiënt (zonder verspillingen) mogelijk uit te voeren. Door kosten te besparen en meer winst te maken, haalt u het beste uit uw bedrijf.

G&P Quality Management helpt u zowel met de introductie van een kwaliteitsmanagementsysteem als met het verbeteren ervan. Elk Quality Management Systeem (QMS) is gebaseerd op 2 hoofdprincipes: denken, plannen & werken in processen en continue verbetering nastreven (PDCA of DMAIC).

### 3 kernactiviteiten

Onze medewerkers hebben ervaring in verschillende onderdelen van kwaliteitsbeheersing en -verbetering. Onze belangrijkste diensten zijn:

#### 1. Containment, control & rework

Wij helpen u om potentiële fouten en defecten in uw bedrijfsproces te stoppen (containment), inspecteren (control) en herwerken (rework). Zo bereikt u een optimale kwaliteitsbeheersing en -verbetering.

#### 2. Engineering/Consultancy

- Resident Engineering
- Quality Engineering & Quality Management
- Project Engineering
- Process Engineering

#### 3. Training en coaching

Onze ervaren medewerkers trainen en/of coachen u in technieken voor kwaliteitsbeheersing zoals 5S, LPA's, FMEA's, 8D-systematiek en 5-Why.



### Reken op een expert

Wilt u meer weten over onze aanpak in kwaliteitsbeheersing of wilt u een afspraak maken? Aarzel dan niet om ons te contacteren. Wij helpen u graag met het optimaliseren van uw bedrijfsprocessen en het verhogen van uw winstmarge.

## G&P QUALITY MANAGEMENT

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CHI  
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HOME INTERIORS

Al bijna twintig jaar lang inspireert Charrell met haar stijlvolle interieurs en tijdloze meubels. Of het nu gaat om maatwerk of een totaalontwerp, Charrell is dé naam bij uitstek. Stoelen, tafels, kasten en zetels worden op maat gemaakt in de stijl die de klant verkiest, van landelijk tot modern.



Zaakvoerders Yannick en Didier gaan met hun projectmogelijkheden verder dan het traditioneel advies. "Samen met ons team werken we elk project tot in de puntjes af met de gekende Charrell-signatuur. Deze staat garant voor passie, inspiratie, ervaring en een uitmuntende vakkennis."



Bekijk elk project volledig online:  
[charrell.be/nl/projecten-realisaties](https://charrell.be/nl/projecten-realisaties)



### Benieuwd?

In de **conceptstores** te **Geel** en **Rijmenam** wandel je door de verschillende ingerichte kamers. Samen maar liefst 3.500 m<sup>2</sup> aan interieurinspiratie. Je wordt ondergedompeld in diverse stijlen.

Uit een goed gesprek kan iets moois bloeien. Bij Charrell luisteren wij naar jouw wensen en noden. Op basis van die informatie werken onze interieurontwerpers een voorstel uit. Van ontwerp en coördinatie tot de opvolging van het eindresultaat, zowat alles is bespreekbaar. Ontdek onze reeds gerealiseerde projecten online op [charrell.be/nl/projecten-realisaties](https://charrell.be/nl/projecten-realisaties).



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Onze collectie verlichting en decoratie is zodanig gegroeid de voorbije jaren dat ze haar eigen weg gaat. **Atmooz** werd gelanceerd in 2019 en verzamelt alle verlichting onder één merk. We kiezen voor een verrassende, verfijnde stijl met een knipoog. Een betaalbare collectie met aandacht voor kwaliteit.

De producten van Atmooz zijn zowel in onze conceptstores als **online (www.atmooz.com)** te vinden. Zo vindt iedereen zijn weg naar ons aanbod, zowel binnen als buiten België.

## Interesse?

Spring dan gerust eens binnen in één van onze conceptstores. Onze interieurarchitecten staan er steeds klaar met een lach én met gratis interieuradvies.

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# DEFINITIVE BREAKTHROUGH OF THE ELECTRIC BIKE

Although the official sales figures are not yet known, Traxio Velo, part of the mobility federation Traxio, has revealed that no fewer than 440,000 bikes were sold in Belgium in 2019. Over half of them were electric and that immediately proves that the e-bike has finally outgrown the status of 'a bike for grandma and grandpa'. It goes without saying that the bike with pedal assistance will be prominently on show at Velofollies. Yet just how do you choose the right bike?





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### THE ADVANTAGES OF SYNBIO SHIELD BIOPROTECTION ?

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### DIFFERENT SORTS

The purchase of an electric bike is a little more difficult than the acquisition of an 'ordinary' bike. Candidate buyers would be well advised to prepare properly to help them make the right choice. Not only does it involve a lot more investment, but also you have to be sure what the bike will be used for. A city bike for journeys in urban traffic is completely different to a speed pedelec for longer distances, usually for getting to and from work. Do you prefer a cycle ride on bumpy roads and narrow paths in the woods? If so, an electric mountain bike is the best option. Do you have to transport goods and/or children? The electric cargo bike is the ideal solution for ecological transport. If you like taking the bike with you on the train or in the car, an electric folding bike is recommended. Generally speaking, the range of e-bikes can

be subdivided into two groups, namely classic or normal e-bikes and high speed e-bikes or speed pedelecs.

### THE NORMAL E-BIKE

The biggest group (currently 97% of the range according to Traxio) comprises electric city bikes, electric folding bikes, and electric cargo bikes. The pedal assistance makes peddling lighter and easier. The pedal assistance is regulated by a (small) battery-powered motor which ensures that the bike cannot ride on its own. The pedal assistance takes effect when the pedals actually start to move and it is limited to 25km per hour. With these e-bikes you can take to the road or cycle lane without further ado. A helmet is not obligatory, but obviously is advisable.

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### THE HIGH SPEED E-BIKE

In recent years, we have seen the emergence of the so called speed pedelecs. In 2019, they achieved a market share of 3%. That doesn't seem much at first sight, but sales are increasing rapidly, partly due to the speed (45km/h) and the wider action radius (i.e. the distance which you can cover by bike without having to recharge the battery), which is attractive for cycling to and from work. Although the highway code does indicate where you may and may not ride a speed pedelec, there is still a lack of clarity on the ground and the Cyclist Association regularly monitors the problem. 'Municipalities and regional authorities are not always equally logical in their use of certain signs and that causes problems and uncertainty. Sometimes, bikes have to leave the cycle lane to enter the road, and that can lead to dangerous situations. Inexperienced cyclists who ride slowly are sometimes in the vicinity of faster cyclists, and, once again, that can lead to a sense of insecurity.'

### CLASS P

Since 2016, the traffic laws (or 'the highway code') have designated the high speed e-bike as a 'moped'. Nevertheless, since a high speed bike is closer to an ordinary bike than a moped, the Belgian authorities have created a separate category, namely the 'moped class P' (speed Pedelec). That class refers to bikes with a maximum capacity of 4kw and assistance up to a maximum of 45km/h where the electric motor is designed to assist with the peddling. Bikes in moped class P must be registered with the Vehicle Registration Service (DIV) and are then issued with a number plate in the form of a yellow moped licence plate. Wearing a cycle helmet with CE marking in conformity to the EN1078 standard is obligatory. Another condition is that the temples and the back of the head must be protected. Moreover, the rider must be in possession of a valid driving licence (for a moped or another vehicle). Civil liability insurance (BA) is not ob-



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ligatory since that applies only to vehicles which can ride autonomously at speeds above 25km/h. Speed pedelecs can achieve speeds of up to 45km/h, but not without the need for extra peddling. The Cyclist Association does advise cyclists to take out home and family insurance, but even then there is sometimes a catch. Not all home and family insurance policies cover the high speed bike.

### THE MOTOR

If we consider the design of the e-bike itself, the motor can be located in different places e.g. in the front wheel, in the middle on the frame, or in the rear wheel. Electric bikes with a front-wheel motor are usually cheaper. A front-wheel motor is quieter than other types of motor and allows for a frame with a low instep. You can opt for a front-wheel motor with an enclosed chain guard which requires little maintenance and it is possible to cycle relatively simply without pedal assistance. Sadly, there are drawbacks, too. The motor takes a few moments to come

into action and the rider can have the feeling that the bike is being 'pulled', as it were. On a slippery surface the wheels can slip more easily than with other motors. The pedal assistance given by a front-wheel motor is also generally less powerful.

The most popular model is the electric bike with the motor in the middle. This type of motor the best cycling feel, the motor comes immediately into action, and it applies its energy immediately to the crank axle. A power sensor measures the force exerted by the legs on the crank axle and adapts the pedal assistance as necessary. The less you peddle, the more the motor 'helps'. The pedal assistance stops automatically when you use the handbrake. Since the motor is usually assembled low and in the middle of the bike, the weight is spread more evenly and that also aids stability. Moreover, the motor doesn't get in the way when tyres need repairing. The bike with the motor in the middle is certainly more expensive and has a somewhat higher instep height, but those are the only drawbacks.



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SCOTT SILENCE ERIDE



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Finally, there are also electric bikes with a rear-wheel motor. These are the most similar to an ordinary bike, since they are also driven by the rear wheel. An e-bike with a rear-wheel motor steers more tightly and has a lower weight and more gears, something which can be helpful on hilly paths. The drawbacks are the weight, which is on the back wheel and therefore doesn't guarantee as much stability, and the fact that it is not possible to change the rear wheel yourself in the event of a burst tyre, for instance. Indeed, the pedal assistance software has to be re-adjusted.

### THE GEAR

With the acquisition of an e-bike there is a choice between a hub gear or a Derailleur gear. A hub gear makes use of sprockets which are positioned in the middle of the rear wheel (the hub). You change gears usually by using a twist handle. The advantages of the hub gear are: less maintenance because the sprockets are protected and there is usually an enclosed chain guard; you can change gear when standing still; and variable gear changes and changing gear automatically are possible. The drawbacks are the higher cost price and more expensive maintenance because you have to go to the cycle repair store. Fewer gears are available and during gear changes it often happens that the rider briefly has to stop peddling.



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BERGAMONT E-CARGOVILLE

With a Deraillleur, the sprockets are visible and the chain guard is open. Bikes with this gear mean you can change gear faster (ideal for sports) and you don't need to stop peddling. More gears are available and, if you wish, you can carry out the maintenance yourself. The drawbacks are that the open chain guard and visible sprockets require more frequent maintenance and you cannot change gear when standing still. Variable gear changes are not possible and automatic gear changes are rather limited.

Most e-bikes have up to eight gears and that will suffice for the Belgian road system. If you go cycling regularly in the woods or on hilly ground, it might be helpful to opt for more gears.

The automatic gear is an emerging phenomenon. The system selects the right gear automatically, so the rider doesn't have to think about it. However, at present, those systems are rather expensive.

### THE BELT DRIVE

Instead of a classic chain, some bikes are equipped with belt propulsion, better known as the belt drive. The belts are made from nylon and carbon, have a long lifespan, and do not weigh very much. The belt drive requires much less maintenance than the chain and does not turn rusty. The bike itself is also quieter and lighter, since there are no chain guards and sprockets. You cannot repair the belt yourself and a new belt will be needed in the event of breakage. The number of models is (still) fairly limited since there is an adapted frame in combination with an enclosed hub gear or transmission. The belt drive is also more expensive than the chain. And so, you have to consider whether or not the higher acquisition costs are worth it. It is only advisable to have a belt drive if you cycle a lot (e.g. to and from work every day).



## 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



BOSCH PERFORMANCE LINE MOTOR

### THE BATTERY

As the final criterion in the list there is the choice of battery. You can opt for a removable battery or a battery which is fixed securely to the bike. You can take a removable battery with you everywhere and charge it anywhere, including indoors. The drawback is that removable batteries are popular with bike thieves. A fixed battery cannot be stolen without the bike. Another benefit of the fixed battery is the design. The battery can be deposited conveniently in the frame of a bike so that you can hardly see it. The drawback of a fixed battery is that there has to be an electricity connection at the place where you leave the bike. Recharging the battery quickly during a long cycle ride might be a problem.

With a removable battery it is perfectly possible to take a second or even a third battery with you. That increases the action radius

(i.e. the number of kilometres which you can ride under ideal conditions with one fully charged battery) considerably and it is certainly useful for journeys to and from work.

The most customary place for a battery is at the back of the bike under the luggage carrier. This is logical because the battery is easy to remove and replace and also well concealed by any saddlebags in use. With some models, the battery is even stored as standard in a saddlebag at the back. 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. Moreover, the extra weight is then in the middle of the bike and that is helpful for the stability. The latest generation of batteries is equipped with Li-ion technology. These batteries are smaller, have little or no issue with self-discharge, and charge faster. Moreover, they are also more ecological.

### ABOUT CAPACITY AND VOLTAGE

With the battery, the 'capacity' is decisive for a large part of the action radius. The capacity of the bike battery of the e-bike is often expressed in Ah (amperes per hour). That figure refers to the number of amperes per hour that the battery can deliver to the motor. However, the capacity also depends on the voltage of the battery. Both factors together determine how much electric energy the battery can host. The total capacity for giving pedal assistance is expressed in Wh (Watt hours). If that isn't given, a simple calculation will suffice if you at least know the voltage and the number of amperes per hour. By multiplying the two factors by each other, you get the battery capacity.

The higher the number of Wh, the higher the battery capacity and the greater the action radius will be.

However, the higher the better doesn't always hold good. The greater the capacity, the heavier the battery and the higher the price. As regards dimensions, there is no significant difference. Indeed, the battery casing is always the same, and it is only the number of battery cells which is higher. A heavier battery is usually charged less intensively so that there is less risk of deep discharge than with a lighter battery and the lifespan is longer.

The capacity says a lot, but not everything. The body weight, any luggage, the outdoor temperature, and the condition of the pedal assistance all affect the action radius.





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