



SUPERCHARGED

THE INDEPENDENT MAGAZINE FOR TESLA OWNERS AND ENTHUSIASTS

JULY 2024 N°28



**HUNGARY
CLUB TOUR**



**MODEL 3
PERFORMANCE**



MODEL Y







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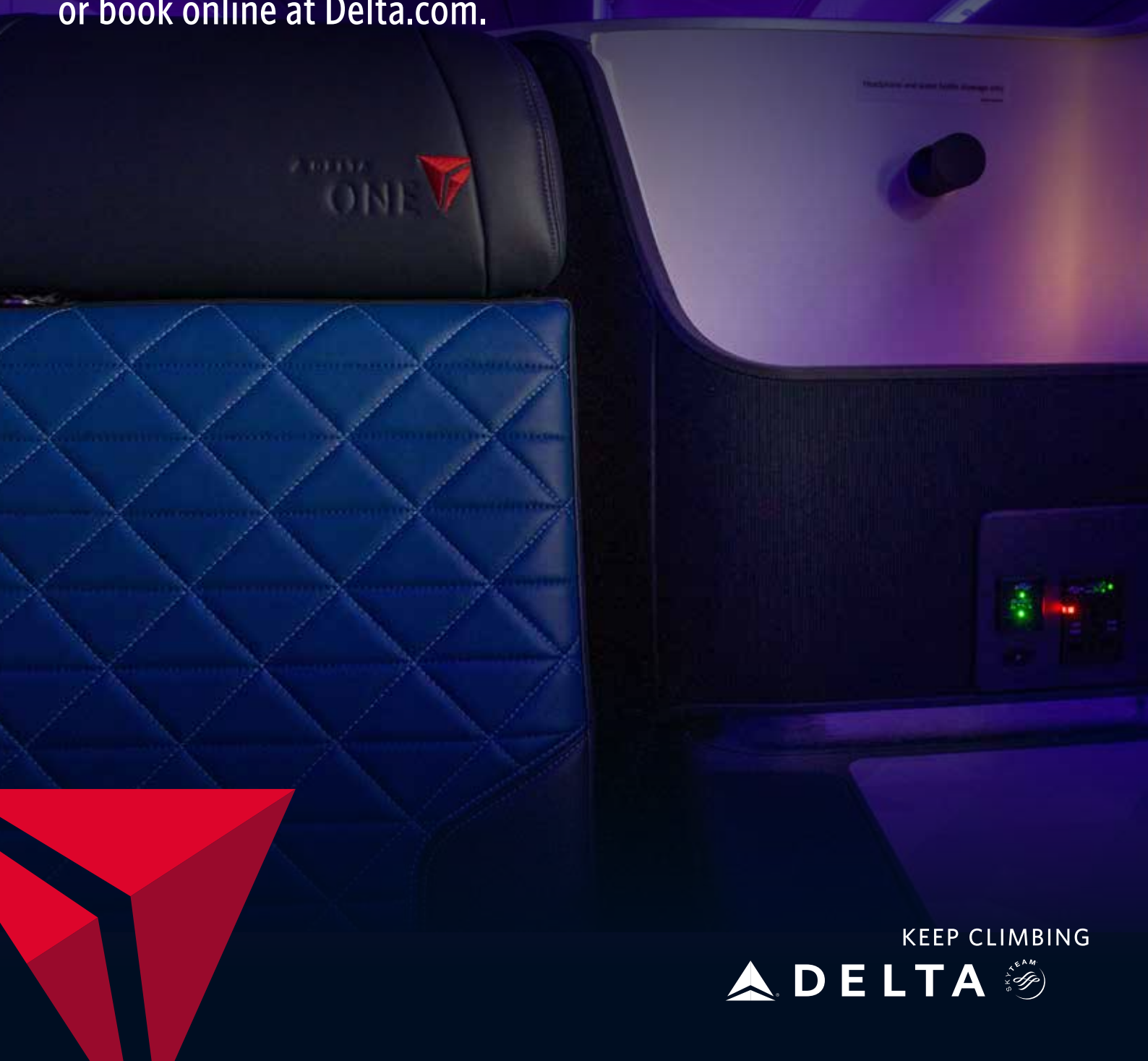
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DEAR TESLA OWNERS AND CLUB MEMBERS,
DEAR RESERVATION HOLDERS,
DEAR SHAREHOLDERS,
DEAR EV ENTHUSIASTS,
DEAR SPACE TRAVELERS,**

AFTER A VERY RAINY SEASON, DITTO CHRIS REA, 'LOOKING FOR THE SUMMER', WE WISH YOU A WARM SUMMERTIME !

Welcome to your twenty eighth edition of SuperCharged, your independent Magazine for Tesla Owners, Reservation holders, Club Members, Shareholders and EV enthusiasts. Thank you for your readership. Once again, we lined up interesting topics and stories that you will enjoy discovering.

Welcome TO ALL new Owners ! The more the merrier, the 'Extended Family' is growing every day ! We are very pleased to cross roads with more and more Owners, waving at each other: 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.

We will review our amazing time with the Word Famous Cybertruck also referred to as CT. We had multiple opportunities to meet and Greet up close with the impressive design, from the courtesy 1:1 led by Tesla to the warm welcome at the Corda Campus. Let's review the good times and share our best pictures with you.

Your Club is also proactively organizing lots of events for all tastes and Members. Let's review in pictures and with the kind testimonials of participants our Electrifying journey to Hungary. Let's take a close look at what's hot in the press, namely the arrival of the new Tesla Model 3 Performance and the new Tesla Model Y Long Range.

Not so long ago, if you remember Supercharged number 8, we met Jacques Marlot, a distinguished member of our Community. We reached out to Jacques to hear more of his insights and his 'Love' with the Tesla cars as owners, which includes a stunning first generation Roadster. Let's find out in Jacques's portrait.

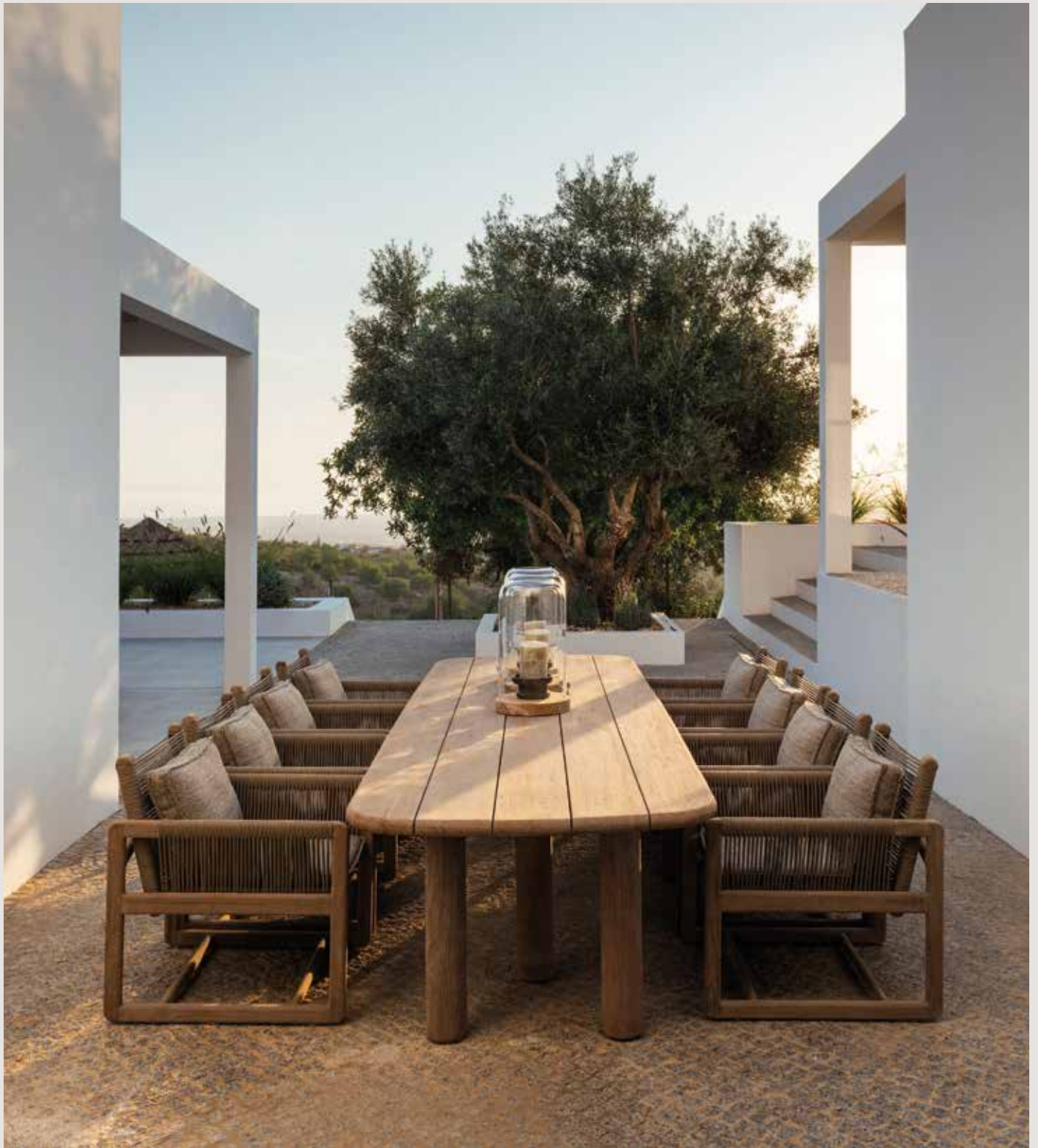
Then Simon Pollock will enlighten us -again ! so much energy !- with the Tesla Light Shows that were led all over the place. Find out how and what you can do to chime in and represent, organize yours. Review in pictures the Lightshows that have already taken place. Start the protocol and music !

In the meantime, Rafael de Mestre is more proactive than ever, embarking multiple journeys, sharing his Passion, his Electrifying whereabouts. Find out about the last news, plans and travel anecdotes.

Many of you are asking about costs and more when it comes to the operation of an Electric car. We reviewed the operating costs in order to showcase how rightful we are when opting for the super safe comfort and sustainable option of picking up an Electric 'way of Life'.

And 'as usual, even more lifestyle topics and content are also featured in this edition.

For new readers or simply wanted to read past editions ?
SuperCharged is available online, with past editions : <https://www.teslaclub.be/supercharged>



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Thank you so much once more for your readership, we truly appreciate it.

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

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

Martin Gillet

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

ON BEHALF OF TESLA OWNERS CLUB BELGIUM VZW/ASBL



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CLUB EVENTS

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

All our events are listed online, join us and plan ahead as places might be limited due to popular demand : <https://www.teslaclub.be/en/events>

- New Supercharger Grand Opening in Brussels Airport : BBQ Celebration
- Tesla Giga Factory visit in Berlin
- Tesla Club Summer 2024 Golf Cup
- Champagne Tour 2024 (Don't drink and drive!)
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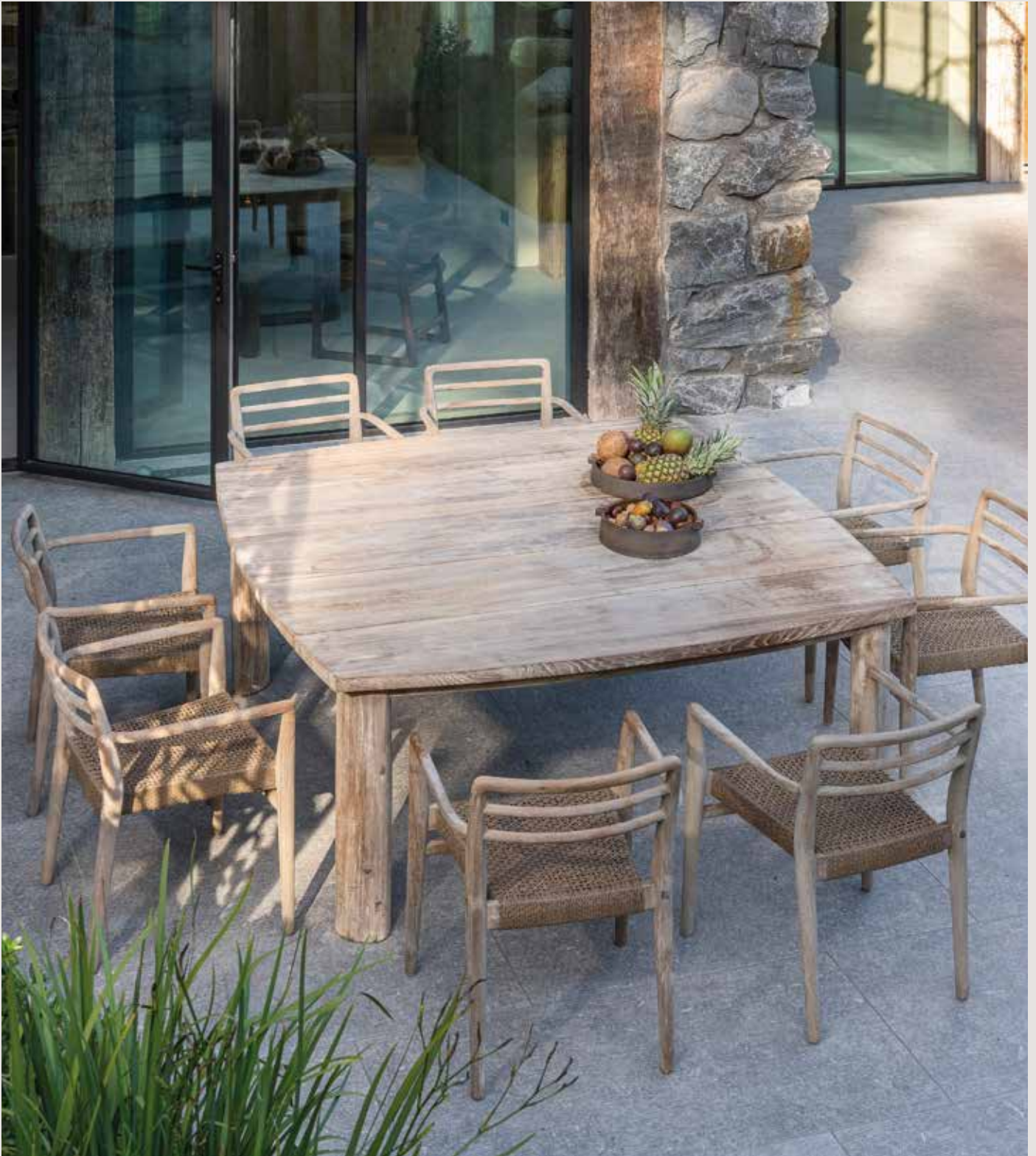


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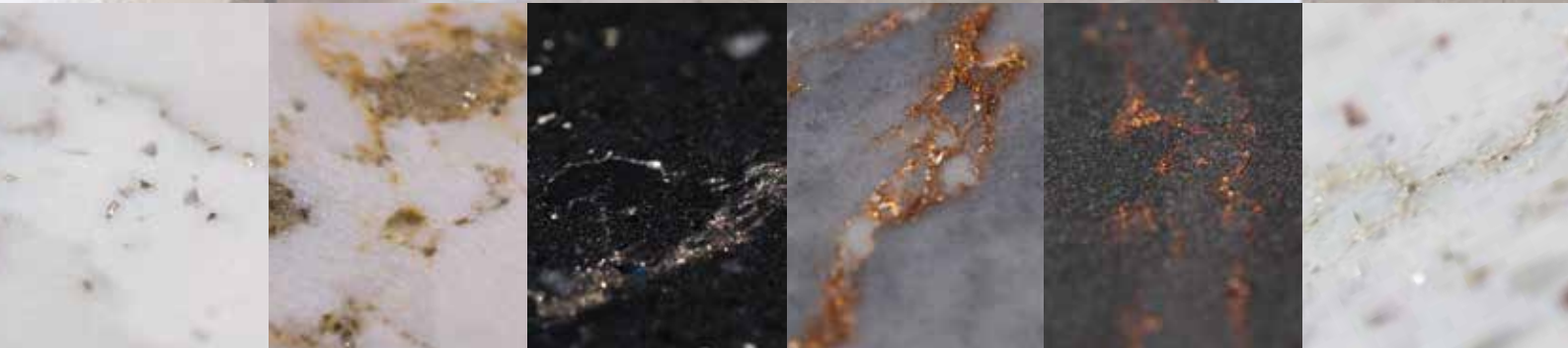
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'A TRIP TO CHERISH FOREVER'

Text by Roderik van der Veer
Photos by respective authors

Sitting here behind my computer on a gray and rainy Belgian morning, it is a real challenge to not write some sappy and overly romantic story about this road trip to Hungary but I'll try my best.

The reason you are reading this magazine is obviously that you have an interest in the cars, and what glorious pieces of engineering they are. Having recently upgraded from a 2018 Model X 75D to a 2023 LR Model X, and never having driven such a distance in one go before, I was a bit apprehensive in the run-up to the 1st of May. Can I do it, will the charging be too much of a slowdown, hoping I would not experience mechanical issues...

But let me tell you, the car and travel experience was perfect. You can really tell that Tesla made huge leaps in all aspects of the car over the last years. At no point, not even flat out on the autobahn, was there any issue with a lack of power. The comfort of driving with enhanced autopilot on the stretches with speed limits ensured we did not incur any unexpected costs and gave me as a driver just that bit of relaxation that made all the difference.

The range of these new models is perfect, they really hit the sweet spot between battery size and consumption. At any time we could do 3.5 to 4-hour stretches between superchargers. Superchargers that were



HUNGARY TOUR TESTIMONIAL



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always easily positioned with no waiting times and in quite pleasant scenery. While I do enjoy the charger/hotel combinations we know in Belgium and the Netherlands to use the stops to get some food or a drink, with the 250kW chargers you just do not have the time before you are ready to go.

We were able to do the 1.4k km drive with 4/5 charging stops, and with required bathroom breaks we never had the feeling we needed to “wait” for charging. The stints between the chargers were, to be completely honest, almost too long for me. We did stop overnight, highlighting again that the weakest link in such a trip is the driver.

But it is not “just” a car. From the moment I got my first one in 2018, I enjoyed the feeling of camaraderie with other Tesla drivers. I fondly look back on the early days where the superchargers were a spot to meet new people, to chat and learn. And, no matter how silly this sounds, a small wave passing another Tesla on the road, like we are in a biker gang... Unfortunately, with the immense growth of Tesla’s on the road in the Benelux, this has died down a bit. In eastern Europe, however, this spirit is very much alive. At every charger we had a nice chat with a local owner, and I think I waved back more than a royal on a state visit. Now, this is kind of expected when meeting up with members of the “Belgian Tesla Owners Club”, but you are still going out with a mix of

HUNGARY TOUR TESTIMONIAL

new people and old acquaintances, you never know who is going to be there. But let me tell you, in all the events we participated in, the welcoming, friendly, enjoyable connections made with the other participants are a big factor in why we keep coming back.

Moving on to the actual trip in Hungary, we met up with a bunch of other participants at the last few superchargers before reaching Budapest, and got checked into the magnificent Marriott Budapest Hotel on the banks of the Danube river. After a quick briefing on the sunny terrace overlooking the river, we set off for a short walk to the first of many amazing restaurants we would visit during this trip.

Why walk on a Tesla trip? Well, contrary to many of the other events the club organizes, the Budapest city center is not really made to drive

a column of Tesla's through and get them parked. But no worries, after the second "short" walk, we figured out there was a drive-sharing app that was extremely cheap and fast for those (me) that do not like to walk.

On the first morning, we took the cars out to visit the Hankook tire factory about an hour's drive from Budapest. During the private tour we learned all the ins and outs of the new tire line for EVs. I'll save you all the technical jargon but there is a ton of different kinds of rubber, that all has to be made and cured at very specific temperatures and all joined at the end in some huge press that makes it into a real tire we know. While it is hard to convey what we experienced, it gave me a new appreciation of what goes into getting the power of our cars onto the pavement.



HUNGARY TOUR TESTIMONIAL

Back in the center of Budapest, we enjoyed a nice lunch in one of the typical courtyard restaurants and had time to explore the city on our own before, and this looks like a common theme, meet up again for a dinner overlooking Buda Castle. The next morning we explored on our own some more and after lunch we got dressed up for a private tour of the Opera, including a mini concert. Incredible what sound these singers can produce with only their voice. We closed off the day with dinner in the michelin star restaurant Costa which, as you can imagine, was delicious.

After three days in the city, we checked out and took a trip to the Balaton lake. This lake is about an hour and half outside of Budapest and feature azure blue waters and a real holiday vibe. We stayed in a newly built wellness hotel and while others went for a walk, run, to

the pool, we turned the pampering to eleven and enjoyed an amazing hot stone massages. Completely relaxed we all enjoyed the last supper in the hotel together and ended up outside for a drink and chat.

Unfortunately that also concluded the trip and since almost all of us needed to go the same direction, the way back was filled with happy meetings at superchargers, ad hoc convergence on the same overnight hotel, and fun driving stints together through Germany.

Writing it down, i do realize that i cannot adequately describe the incredible organization behind a trip like this. The planning that is needed to get all these experiences organized and not in the least, get everyone to the planned events in good order and on time (sorry again ;)) takes skill. And so in closing, I hope to see you at one of the next events!

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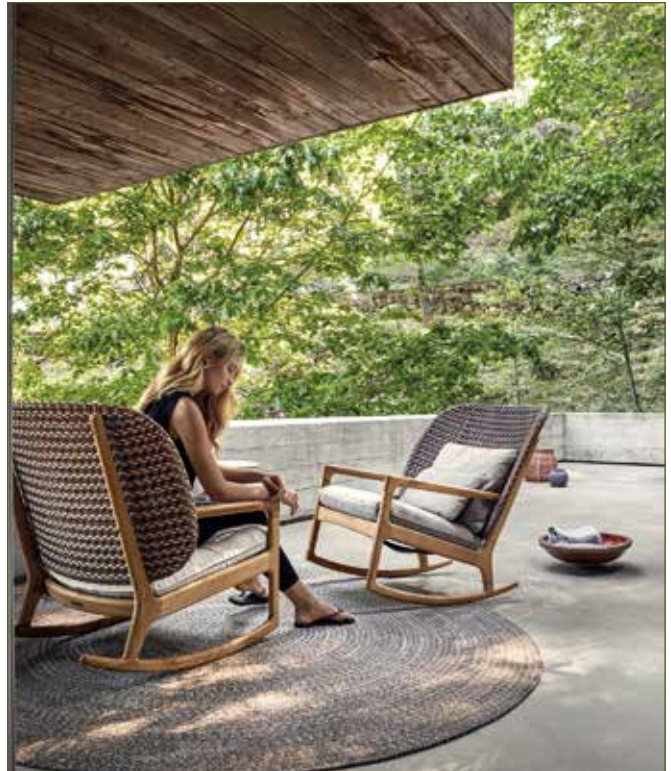
Lounge Chair & Ottoman in fabric
Charles & Ray Eames, 1956

Staged at the Eames House, Pacific Palisades, California
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INTRODUCING THE NEW MODEL 3 PERFORMANCE

Six years after the first Model 3 Performance deliveries, we are launching the new Model 3 Performance: a highly differentiated performance trim that leverages Tesla's latest manufacturing and engineering capabilities to create what we consider to be a perfect, high-performance daily driver.

Source: www.tesla.com



Building on the quality and platform improvements of the latest Model 3, the new Model 3 Performance delivers our most driver-focused experience, yet.

PERFORMANCE-TUNED CHASSIS

The new Model 3 Performance leverages the latest Noise, Vibration, and Harshness (NVH) and comfort improvements of the new Model 3, plus bespoke chassis hardware that deliver performance and stiffness improvement while reducing mass, including adaptive dampers with hollow damper piston rods, multi-sectioned stabilizer bar, ultra-high strength steel springs, and stiffer suspension top mounts.

With these updates, we've built a more capable, performance-oriented chassis that maximizes the effectiveness of the new technologies found under the skin.

OUR MOST POWERFUL MODEL 3 YET

Our latest generation performance drive unit – Performance 4DU – unlocks more torque, power and better efficiency. Compared to the previous Model 3 Performance drive unit, the Performance 4DU can deliver up to +22% continuous power, +32% peak power, and +16% peak torque delivery. Behind the wheel, drivers will sense more immediate and sustained acceleration out of corners.

THAT'S THE BEAUTY OF MORE TORQUE!

These performance improvements have been achieved without sacrificing efficiency. In fact, we are seeing about 2% reduction in energy consumption compared to the previous generation Model 3 Performance.

This extra performance is transferred to the road via forged and staggered 20" wheels with Tesla-specific Pirelli P ZERO 4 performance tires. This staggered wheel fitment has several knock-on effects, including:

- Performance: this setup is optimized for the higher torque output of the 4DU; the larger contact patch allows for better traction out of corners while limiting traction control interventions.
- Comfort: with a stronger rear tire, we were able to increase overall roll stiffness while reducing head-toss and improving overall comfort.
- Range: Our new Pirelli P ZERO 4 tires have lower rolling resistance and increase range.

The unparalleled responsiveness of our electric motors allows us to regulate front and rear motor torque output with millisecond precision; these adjustments are controlled by Tesla's in-house Vehicle Dynamics Controller (VDC) and happens hundreds of times

MODEL 3

per second. With the new Model 3 Performance, the powertrain torque split is more rear-biased thanks to the Performance 4DU and maximizes traction from the larger rear tire in corner exit. The result is a driving experience that launches the car out of corners with more immediacy.

For more braking performance, our track-ready brake pads now come standard on Model 3 Performance*, delivering more immediate deceleration and higher thermal limits and endurance.

ALL-NEW ADAPTIVE DAMPING

A first for Model 3, and unique to the new Model 3 Performance, our new Adaptive Damping system adjusts to driver and road inputs in real time to optimize ride and handling, while also improving ride comfort.

Much like our powertrain, our adaptive suspension is controlled via Tesla's in-house software, and is therefore a fully integrated chassis sub-system. This allows significant product adaptability in the future via OTA software updates.

Ride and handling characteristics are now controlled via preset modes:

- Standard: relaxed/calm character offering significant comfort and absorption improvement but still well controlled and engaging to drive in all conditions.
- Sport: elevates damping control for faster settling times to increase connection with the road during focused driving and improves steering response but still adapts to rougher roads.
- Track: body control and response are maximized with reduced adaptation to provide high and consistent performance on closed circuits (automatically selected in Track Mode).

TRACK MODE V3

With the addition of Adaptive Damping, Track Mode V3 now integrates motor controls, suspension controls, powertrain cooling, and Tesla's Vehicle Dynamics Controller (VDC) under a single, unified system.

All-new controls and calibration within the powertrain and adaptive damping results in a more predictable experience that more

accurately honors driver requests, and stability controls have been revised to allow drivers to explore the performance envelope in various track environments.

We have also implemented a top-to-bottom re-calibration of handling balance, stability assist, regen braking and ABS tuning controls to deliver a more consistent and predictable driving experience across different track conditions.

Track Mode V3 UI has also been revised to give you more vehicle data and control, right at your fingertips.

FUNCTIONAL, PERFORMANCE-FOCUSED DESIGN

New Model 3 Performance has significant design differentiation compared to base vehicles, including front and rear fascias, spoiler, front splitter, and rear diffuser. These new design elements are not just aesthetic – they provide significant aerodynamic performance and better end-to-end air flow.

This focus spans every surface to create aerodynamic harmony at the component level (one surface to the next) and as a complete system (entire vehicle). Compared to the previous generation Model 3 Performance, the interaction of these design elements generates several major benefits, including up to -5% reduced drag, -36% lift reduction, and 55% improvement in front-to-rear lift balance.

SEATS & INTERIOR

Inside, Model 3 Performance is now equipped with new Sport seats that feature enhanced bolstering and a deeper, more engaging seating position. The new seating geometry and construction provide more lateral support during cornering and dynamic driving while remaining accessible and comfortable for daily driving; 12-way power plus heating and ventilation ensures customers don't lose any functionality or comfort compared to RWD or LR AWD trims.

Model 3 Performance also benefits from the same improved NVH and cabin comfort as the new Model 3 RWD and LR AWD trims, including end-to-end NVH treatment for better noise isolation, 360° Acoustic Glass, and improved body baffles and sealing, to name a few.





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MODEL Y UPDATE - EUROPEAN LAUNCH OF A VERSION THAT SETS NEW STANDARDS FOR EVS

Customers in Belgium now have even more choice thanks to the introduction of a new version of Model Y: Model Y Long Range with rear-wheel drive. It starts at €49,970 and has a range of 600 km (WLTP).

Text: Tesla Press Release - Photo: Tesla Inc

Positioned between our most affordable Model Y and all-wheel-drive versions, Model Y Long Range RWD is designed to offer maximum range at an even more attractive price. The single motor, combined with the high energy density battery, standard heat pump and low rolling resistance tyres, minimises energy consumption (14.9 kWh/100 km), setting a new cost-per-kilometre standard in the electric SUV market.

MORE CHOICE FOR OUR CUSTOMERS

Built at our Berlin-Brandenburg Gigafactory, the Model Y Long Range rear-wheel drive has everything that made the Model Y the world's best-selling car in 2023. It is among the best in terms of materials, usability, safety and standard connectivity features.

Drivers can remotely pre-heat or cool their Model Y via the Tesla App and enjoy the comfort of a premium interior with a studio-quality audio system combined with streaming apps. Once the interior temperature is set and your playlist of favourite songs is playing, the built-in trip planner automatically shows you where to stop to charge and how long it will take to get to your destination. So you can get where you want to go quickly and relaxed.

Like all Tesla cars, this version gives you access to Tesla's Supercharger network, the largest and most reliable ultra-fast charging network in the world. Combining this network with convenient home charging solutions like the Tesla Wall Connector and the rapid expansion of public and private charging networks, European consumers now have access to a vast charging infrastructure that makes daily and on-the-go charging easier than ever. The world's best-selling car now even more affordable.

The introduction of this new variant is the result of our relentless efforts to reduce costs through economies of scale and innovative engineering. This supports Tesla's mission to accelerate the transition to renewable energy.

Test drives are now available in the Netherlands, with the first deliveries to follow in the coming days. Visit our Design Studio for more information.



JACQUES MARLOT

I am Jacques Marlot, a retired civil engineer after a career in the steel industry.

I have always had a passion for cars, and every car I have bought has somehow been adapted to my personal preferences.

Text & photos: Jacques MARLOT



In 2000, I was asked to write an article about an issue that was bothering me. I explained that I was fed up with all the fuss about electric cars and wrote that they had no future. After all, if most Touring Road Assistance calls were in early winter because people had not replaced a €70 starter battery on time, where would they get the money to replace the traction battery, which is much more expensive in an electric car?

My article caught the attention of the late Gaston Maggetto, professor of electrical engineering at the Free University of Brussels (VUB), who called me: "Did you write that? You didn't understand anything! Come to my office and I'll explain.

He immediately gave me the keys to his Peugeot 106 Electric and told me to drive around the neighbourhood. Back in his office, he didn't need to explain, I had understood.

But the difference was huge: I had arrived with my Mercedes CL500, a V8 engine that I found so unresponsive that I had entrusted it to Brabus to increase torque, notably by increasing the displacement to 5,727 cm³. And here I was at the wheel of a Peugeot 106 Electric, rated power 11 kW, torque 127 Nm, top speed 91 km/h, range 75 km.

But the driving pleasure was great and I can sum it up in three points:

- Maximum torque from V=0, without clutch or gearbox.
- Energy recovery at every deceleration: watching the wattmeter go negative is like watching fuel flow back into the tank through a transparent pipe behind the steering wheel of a combustion engine.

- My heart goes out to those unlucky pistons which, when stationary at the Top Dead Point, are pushed down by a violent jolt and have to be slowed down halfway through to come to a halt at the Bottom Dead Point.

I was so dazzled by the superiority of the electric (rotary) motor that I ordered a Peugeot 106 Electric the same evening, even though there were only 16 of them in Belgium.

It was with this Peugeot 106 Electric that I drove 38,357 km in less than 10 years, and that I studied all the efforts made by entrepreneurs to produce an electric car that would better meet the market's expectations.

And it was the presentation of the TESLA Roadster to the press in July 2006 that heralded the first quarter of the 21st century: for the first time, an electric car was powered by lithium-ion batteries, and not just any batteries: small cylindrical 18650 batteries, diameter 18 mm x 65 mm long, like those mass-produced for laptops, assembled in sufficient quantities to give a decent range: the Tesla Roadster contained 6,831 small 18650 batteries, giving it a range of 339.8 km, a top speed of 201 km/h and a 0-100 km/h time of just 3.9 s (3.7 s for the Sport version).

At the time, all electric cars were fitted with heavy lead-acid batteries, except my Peugeot 106 Electric, which had 20 Ni-Cd batteries, each weighing 13 kg, for a total weight of 260 kg and a total capacity of 12 kWh.



Of course, the Toyota Prius, a non-rechargeable hybrid, had a Ni-MH battery with a range of 2 km in pure electric mode on flat ground with no wind: not enough to keep my attention!

That's how much I was intrigued by the arrival of the Tesla Roadster. Tesla Motors was founded in 2003 by two Californian entrepreneurs, Martin Eberhard and Marc Tarpinning; like many small companies, they had financial problems, to the point of near bankruptcy in 2008. The arrival of Elon Musk, however, allowed the company to move forward and begin building the Model S prototype, which was unveiled to the press in April 2009.

I immediately wanted to order a Tesla Roadster and I still have a copy of the emails I exchanged in July 2006 with Gretchen Joyce, then Vice President Sales of Tesla Motors, who replied to me on 28 July 2006: 'I love your persistence!'

As the Roadster was clearly not homologated in Belgium, I had obtained a 'one shot' homologation from the Belgian authorities, which only required me to fill in a two-page document to be signed by the manufacturer.

But then Martin Eberhard intervened and refused to sign because he wanted to follow the first runs of his Roadsters to draw the necessary conclusions before the Model S was launched.

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So I had to wait for the Roadster to be homologated in Europe before I could make my deposit in April 2009 and finally receive my Roadster on 27 January 2010. At that time, Tesla did not have an office on the European continent, and in 2010 I was visited several times by Rangers from Hethel (UK) in a small service van with all the tools needed for maintenance checks to ensure that my Roadster was in working order.

It was also in April 2009 that I paid my deposit for my Model S, which started deliveries in the US in June 2012, but not in Europe until September 2013, because Tesla had realised (a bit late) that an electric car in Europe needed to be able to be charged on a three-phase grid, whereas three-phase is less popular in the US (Tesla Roadsters have always been charged on a single phase).

Again, Tesla revolutionised the Model S by building it with a box containing the battery that forms the entire floor of the car; until then, all electric car manufacturers placed the batteries wherever there was space (in my Peugeot 106 Electric, the 20 batteries were spread over 3 different boxes, 6+3+11=20). Today, Tesla's technology of putting the batteries in the floor is so obvious that competitors have quickly copied it, because Tesla's patents are freely available.



My Model S was one of the first to arrive in Belgium and did not have the improvements made to later models, such as Autopilot, motion sensors, etc.

So when Tesla announced the Model 3, I immediately ordered one and was happy to take delivery of it in Performance trim on 7 February 2019: it was part of the first shipment to Europe, which disembarked from the Global Captain in Zeebrugge on 5 February 2019.

My best memory of the Model 3 dates back to 16 September 2019, when 70 Model 3s were admitted to Francorchamps: after two laps on parade (this is the cover photo of Supercharged No 13 from November 2019), the track was reserved for the 13 Model 3 Performance cars present; we had a blast! I did one lap without Track Mode to get my marks and still consumed 441 Wh/km; then I got my kicks by doing 4 laps with Track Mode and by then I was consuming 605 Wh/km!

Unfortunately, my eyesight began to deteriorate from 2021 onwards; by September 2023, at the age of 91, I had almost become a public menace and decided to stop driving. My godson (who has

PORTRAIT

been driving a Mini SE since 2020) became my regular driver. For the journeys I still have to make, my Model 3 is perfectly adequate, so I wonder what to do with my Roadster.

The memory above shows that I'm very attached to it, so I've always looked after it as best I could, but does it deserve to remain parked at the back of my garage, out of sight?

Although I have never kept a car this long (over 14 years!), I believe that this Roadster still has a place in electric car history and I am looking for its future owner.

Personally, I will continue to campaign to make as many people as possible aware of the benefits of electric cars, and especially the pleasure of driving one (especially if it is a Tesla!). I understand the campaigns of the advocates of internal combustion cars, who

exploit the ignorance of the public, and this convinces me of the importance of accurate information.

More specifically, I deplore the decisions of governments that want to ban the sale of electric cars by law. These decisions are stupid because they create negative feelings in the public that the electric car does not deserve.

I always like to remind people that no law or regulation was needed to make the smooth transition from the steam locomotive to the electric locomotive.

So let's give people the freedom to choose what they want, and the investments will be made accordingly.

J. Marlot



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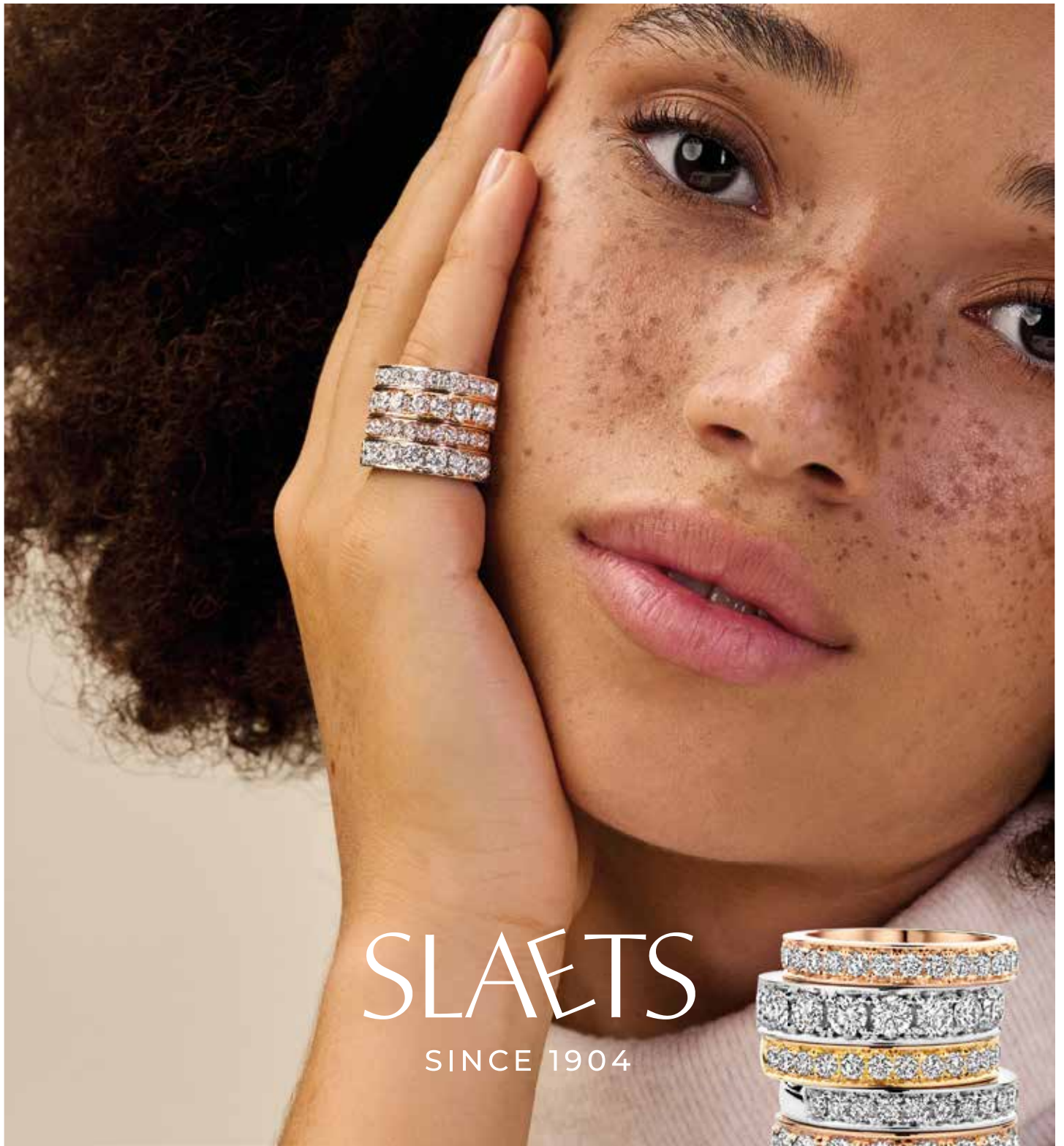


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TESLA LIGHT SHOW



TESLA LIGHT SHOW

"THE GREAT EUROPEAN TESLA LIGHT SHOW" came about due to the anticipation of everyone across Europe meeting in Flachau Austria to celebrate with Tesla Club Austria at Tesla Takeover Europe, May 24-26. The idea was to gather owners from across Europe to put on a show of unity by playing a custom designed Tesla Light Show at 9pm local country time.

The event was created by Simon Pollock of XLightShows.io



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FLACHAU AUSTRIA 24-26TH MAY

TESLA LIGHT SHOW

The music was selected to reflect the occasion with the show starting off with an epic version of Ode to Joy, from Beethoven's 9th Symphony, which is the anthem of the union. The show then progressed into an alternative version of Rock Me Amadeus, originally by Falco, which showcased a few additional Mozart easter eggs within to boot.

Events were hosted at 35 locations across the continent with hundreds of participants and onlookers attending.

Participating Clubs & Locations were:

- Vienna, Austria,
- Featuring the Austrian Cybertruck in the USA,
- Zlin, Czech
- Prague, Czech
- Hradec Karlove, Czech
- Denmark
- France,
- Helsinki, Finland,
- Berlin, Germany
- Holzgerlingen, Germany
- Dresden, Germany
- Bergkamen, Germany
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- Netherlands,
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- Sandnessjoen, Norway
- Kongsvinger, Norway
- Hell, Norway,
- Telemark, Norway
- Lisbon, Portugal,
- Bucharest, Romania,
- Galicia, Spain,
- Valencia, Spain,
- Gothenberg, Sweden
- Bratislava, Slovakia,
- Kempththal, Swizerland,
- Brighton, United kingdom,

The resulting show can be found at : <https://www.youtube.com/watch?v=TsBthzDLIMM>

These pictures will give the non-viewers an idea on this unique event ! From Teska Owners Club Belgium, a BIG Shout Out & Thank you for setting up and putting so much energy into this.



SUPERCHARGED GOT THE OPPORTUNITY TO INTERVIEW RAFAEL AGAIN – ONE OF THE WORLDS MOST FAMOUS EV ADVOCATES - TO GET AN OVERVIEW WHAT HAPPENED SINCE OUR LAST INTERVIEW BROUGHT IN SUPERCHARGED ISSUE 25, AN UPDATE !



Could you explain again what the purpose is of your trip. What are your goals?

My goal would be that the whole world stop burning things. That's why, if people ask why are you doing it, it's already known, no one is interested anymore in electric car events. They are everywhere where there are electric cars. So, how many do you have? 30% already are electric. If you would say 95% or 99%, I would agree. But 70% or more are gas cars and if you go around the world, it's worse. If you try to find an electric car in Amati, you will fail for days. If you go to New York, which is America, and you stand there on Broadway for 50 minutes, seeing no electric car and then asking, come on, Tesla is American. Do you have electric cars here? The answer: yes, in California. The half of the world or more is having no electric cars. So, I have to repeat, I have to go around the world, I have to demonstrate again and again. And the arguments people told me in 2012 not to buy electric cars are exactly the same arguments that people are saying today. 'I live abroad, not in a city, I don't have my own house and no idea how to charge the car'. I say: yeah, follow me around the world in 2012 2016, 2022 and I was travelling around the world charging mostly at hotels. You don't

need a charger, you just need power. Where there is light, you can charge your cars.

And second: I don't want to push so much on electric cars and emission free if I didn't know that people are not interested in clear air or helping the world. People are born egoistic and that's the way it is supposed to be, if not the human race would not survive. A child is born egoistic, I need this and this and I want to eat...I have to survive because I am the future. But homo sapiens understands that being egoistic is the first step of childhood, but then you have to make a brain revolution to make it to the next step. Cause if every single guy is egoistic, the world is not working. You have to think of others. So, most people start by playing football with others, having parties, are socializing and finding out that working together is nicer than working alone. Thinking nationalistic creates war. An electric car community is never thinking nationalistic, but is always thinking globally. For me, the electric car is a way to transport the connection of people and at the end, you have peace. People don't see it, but it is my goal to make them see. Driving an electric car is such a combination of cool things. First of all, it can be sold with a fun factor. I go around the world and I show them the super



landscape, the enjoying nature when I'm hearing the birds in the car. It's kind of a mission to transport, over the fun factor, the wish for people to follow: I also want to have this fun, I will change to an electric car. I'm trying to connect all people want to this electric car.

Do you think that so far you are succeeding in passing on that message? Do you think your endeavor is recognized and makes some difference?

I'm not interested in about me being the one to change the world. I'm not so pushy saying I am number one. But I see the effect. I want to put the seed of the joy of electric driving into many people. When I started crossing China, everyone had fear and when I finished the trip, I was in the news. And BYD started to produce electric cars. So, my trips had a big effect, even if it's not known, I don't care. I talked to BYD and at first, they said that electric cars are for cities, but I tried to convince them otherwise. Charge them faster and put bigger batteries inside and you don't need another car. And when I crossed China in 2016, they joined with an own car, a Tesla. So, I managed to convince BYD. I was maybe not alone to inspire BYD but I was one of them. In 2012, I was the first one to cross China in an electric car and after me, a lot of other people in America followed. I even know celebrities who where inspired by people I inspired. So, the idea was to invite celebrities from Austria, China, America... in 2016. The team China is now well known in China and made a lot of promotion. And team America even got a medal of honor for driving around the world. Some people know me, some don't. They know more Bjørn Nyland for example or people who were affected by me. Or Ove Kröger.

What are your plans now in the United States?

Well, the whole west coast is electrified. But the east coast not at all. So, I'm starting in Miami and I'm going up. Also, I'm driving with a family with 3 children. The smallest one is 5 years. Cause a lot of people say: I have no time, no money, I have a family... From time to time, they come sit in my car and experience the fun of travelling in an electric car and discover the many possibilities.

One there are many electric cars in the market and pioneers and early adopters already know me. But honestly, maybe 80% of the new electric car owners don't know me. They just bought a car. And they know Elon Musk, but they have fear of their cars and range anxiety. And I want to show them that I have no problem driving from Canada to Mexico or travel around the world and enjoy driving an electric car. An in addition I want to push also the industry and show them possibilities for business, so that people can earn money with this electrification. Now, I cross the ocean with a sailing boat, showing it is possible to do it emission free and you don't pay 50.000 dollars for one crossing for the ship. For oil, dirty one and maybe cheap one, but it's still 50.000 dollars. So, I want to think a business model can be made in cheap transport. And I was talk-

ing to China Southern Airlines and they were interested, because you know, there is a big fight in airlines about prices (cheap, cheap, cheap). And then they get bankrupt because the kerosine is too expensive. So, they are interested in having airplanes with less consumption. The effect for nature is wonderful, that the business is now pushing Airbus to produce airplanes that pollute less. Because of the demand of the market. They want to have cheap flights. I want to fly for 100 euros from London to America. That is not possible with the consumption of the current airplanes. I have connections with Airbus and I know that they are currently working on a solar cruising airplane. So the kerosine will be used only for take off and landing. And the cruising zero emissions. This is a wonderful idea because it's also extending the range. From any point of the world, you can reach any other point of the world with one flight. And to a price which is unbeatable. That's why I say: make transport emission free. You will save costs and therefore, I want to repeat it every 4 years, like the Olympic Games of transport technology and show everyone that this is possible. Look, you can travel around the world and maybe someday I will travel around the world with a truck.

So, you will be back in 2028 then? With a different kind of transport maybe

Yes, maybe in 2028 when the cybertruck is released. Or I hope that Musk will be finally finishing his plans for a emission free container ship which is crossing the Atlantic Ocean. So, one of my aims is also to go around the world emission free. So far, I didn't make it. I can go emission free from China to Europe and cross the Atlantic ocean to America, but crossing the Pacific is not possible. There would be an option to go to the Bering Strait, but then America and Russia had to be more peaceful together. The Bering Strait is just two hours of ferry, with a simple already existing Norwegian ferry. And then you can make it around the world emission free. And even in Alaska, the have problems with gas distribution. The people are not driving with a gas car, they are flying. So I hope that in 2028 there will be a 1.000 kilometers range, so you can make the crossing. There are a lot of things that can be done and I won't stop until I'm dizzy, or if we have 99% of electric cars or until I'm dead.

Let's go for the second option

The third option is unlikely, because my brother is a doctor and he says I have a biological age of 20 to 30 years younger... Surprisingly, because he is 11 months older and his health is like a normal 60 years old. I did a lot of sports when I was young, I eat what I think is good for me and drink a lot of water. So, I'm not following any health instructions from anyone else. Like a doctor or my girlfriend who says: come on, eat salad, it's healthy. I don't eat salad because it is healthy, I eat it because I like it. Sometimes, but not always. I sometimes like a steak, because my body says: now it's a steak day.



CYBERTRUCK ALSO REFERRED TO AS 'CT' EUROPEAN TOUR : EXCLUSIVE PREVIEW AT CORDA CAMPUS AND AN AMAZING 1:1 UP CLOSE AND PERSONAL AFTERNOON WITH CLUB MEMBERS.

Text by Martin Gillet - Pictures Credit Martin Gillet - A special thank you to GEEKMONKEY for their nifty express work and efficient delivery on these Amazing badges handed over during our EEvents. <https://geekmonkey.be>



About THE Cybertruck

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Weight 3,104 Kgs	Supercharging Max/ Payment Type 250KW Max - Pay Per Use	Ground Clearance 433 MM In Extract Mode
Cargo 3,423.5 Liters	Charging Speed Up to 206 Kms added in 15 minutes	Overall Width Folded Mirrors : 2,200.7 MM Extended Mirrors : 2,413.3 MM
Wheels 20"	WARRANTY Basic Vehicle 4 Years or 80,000 kms,	Overall Height 1,790.8 MM
Seating 5 Adults	Battery & Drive Unit 8 Years or 240,000 Kms, Whichever comes first	Overall Length 5,682.9 MM
Displays 18.5" Center Touchscreen 9.4" Rear Screen	Weight 3,104 Kgs	Supercharging Max/ Payment Type 250KW Max - Pay Per Use
Ground Clearance 433 MM In Extract Mode	Cargo 3,423.5 Liters	Charging Speed Up to 206 Kms added in 15 minutes
Overall Width Folded Mirrors : 2,200.7 MM Extended Mirrors : 2,413.3 MM	Wheels 20"	WARRANTY Basic Vehicle 4 Years or 80,000 kms,
Overall Height 1,790.8 MM	Seating 5 Adults	Battery & Drive Unit 8 Years or 240,000 Kms, Whichever comes first
Overall Length 5,682.9 MM	Displays 18.5" Center Touchscreen 9.4" Rear Screen	

The Tesla Owners Club Belgium Board would like to express their gratitude to Corda Campus and namely Raf Degens and his team for inviting us to this stylish onsite Cybertruck meet and greet.



About Corda Campus:

"Corda Campus is one of the leading technological innovation campuses with an international outlook in the Euregion. Based in Hasselt and providing 90,000 m² of flexible and advanced office formats, the campus has grown into the thriving hive of a knowledge-driven business community for numerous innovative companies as part of a dynamic mixture of start-ups, scale-ups and Corporates. Today, the site is already home to 5,000 staff working for over 250 companies on tomorrow's products and services. Corda Campus is part of the LRM Group."

We reach out to Raf Degens. Nice meeting you, can you tell our readership a bit more about you and why such a delightful evening is taking place ?

"Of course, with pleasure, we're glad you are here. I have been heading up the campus since 2016 as General Manager. On the strength of my experience and background in Corporate and start-up environments alike, I'm ideally placed to prime and drive forward the campus as a magnet for innovative businesses and skilled and talented professionals. Once again, it is a pleasure to host you tonight."

About the Tesla Soirées that we organized, let me share our insights :

"For us at Corda Campus, it was an honour to host the launch of the Tesla Cybertruck in Europe. As a technology campus, we find it very important to connect with organisations and companies that share the same innovative mindset. During two Corda Soirées, we invited multiple CEOs for an inspiring networking night while the Tesla Cybertruck was being proudly presented. Additionally, during our open community event on the last day, many people found their way to Corda Campus to catch a glimpse of the Tesla Cybertruck. Corda and Tesla seem to be a perfect match."



CLUB EXCLUSIVE 1:1 UP CLOSE AND PERSONAL CYBERTRUCK EXPERIENCE
Text and pictures Martin Gillet

The Tesla Owners Club Belgium Board would like to express their gratitude to Tesla Staff, colleagues and all parties involved to make this Event possible. As always, they went the extra mile to make this Moment unforgettable. From constantly taking care of questions or dusting the Majestic Cybertruck on display. Thank you for your Dedication and Leadership while taking care of your distinguished guests.

Club was thrilled to invite Tesla Owners Club Belgium for a private viewing, up close meet and greet with Cybertruck on friday May 10th.

Cybertruck fundamentally reimagines the pickup truck. It provides better utility than a truck and more performance than a sports car.

Everything about the Cybertruck's exterior, from the angular edges of its exoskeleton to its material and features, distinguishes it from any other truck on the road.

Cybertruck's extraordinary futuristic design draws inspiration from cyberpunk aesthetics, notably showcased in the movies Blade Runner and The Spy Who Loved Me.

Unveiled in November 2019, Cybertruck entered production in 2023, with the first customer deliveries happening in late December.

We got the vibes up close, could ask Tesla Experts lots of questions, look and see the Cybertruck closely, even take pictures. All distinguished guests were ecstatic upon arrival and even more energized upon leaving the Cybertruck.

Long story short, we all had quite a blast and lots of different reactions seeing the Cybertruck 'in real life'.

Well done Tesla, we created a very Happy Momentum and an outstanding Members gathering.



TESLA MAINTENANCE AND REPAIR COSTS ARE LOWEST IN THE AUTO INDUSTRY: DATA

Tesla's 10-year maintenance and repair costs are the most affordable in the automotive industry, as shown in a new data analysis publicized last week.

Source Teslarati



MAINTENANCE AND REPAIR COSTS

The total 10-year cost of maintaining and repairing a Tesla is the cheapest in the industry, according to a data analysis shared by Consumer Reports on Friday. The data showed that, over the course of a decade, Teslas averaged just \$4,035 in maintenance and repair costs, compared to those of automakers Land Rover and Porsche, which landed at \$19,250 and \$14,090, respectively.

Four out of five of the least expensive brands to maintain were U.S. companies, including Tesla, Buick, Lincoln, and Ford.

“The difference to maintain a car on average between some brands can be thousands over a 10-year time frame,” said Steven Elek, Program Leader for Auto Data Analytics at Consumer Reports. “Also, expensive luxury vehicles are often quite expensive to maintain as well over time.”

Tesla was followed by Buick (\$4,900), Toyota (\$4,900), and Lincoln (\$5,040), with the analysis generally looking at repair and maintenance costs over one- to five-year and six- to 10-year periods. Notably, the report says that some niche luxury gas vehicle brands tended toward the top of the cost spectrum, while electric vehicle (EV) maker Tesla had lower costs across the board—a fact long touted by the U.S. automaker.

“If you are considering a luxury model, it may be wise to purchase one from a domestic brand that may have lower maintenance and repair costs,” Elek added. “For example, over 10 years, Mercedes-Benz models are more than double the cost to maintain and repair as those from Lincoln.”

The team behind the analysis reached out to members in its 2023 Annual Auto Surveys to let them know how much they paid out of pocket for total maintenance, including oil changes and servicing, as well as for repairs.

You can see CR’s rankings below for the most and least expensive vehicles to repair and maintain.

MAINTENANCE AND REPAIR COST BY BRAND: CONSUMER REPORTS

- <https://www.teslarati.com/wp-content/uploads/2024/04/tesla-maintenance-repair-costs-lowest-auto-industry-consumer-reports.jpg>
- <https://www.teslarati.com/wp-content/uploads/2024/04/tesla-maintenance-repair-costs-lowest-auto-industry-consumer-reports-2.jpg>
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BELGISCH FAMILIEBEDRIJF

Ostyn is een rasecht Belgisch familiebedrijf dat in 1992 opgericht werd door Yvan Ostyn onder de toenmalige naam Veranclassic.

In 2015 nam zijn oudste zoon Thomas het roer over en sinds 2021 is Laurens, zijn jongste zoon, ook actief in het bedrijf. Om het 30-jarige bestaan van de firma te vieren, werd in 2022 gekozen om de naam van het bedrijf te veranderen van Veranclassic naar Ostyn om zo het familiale karakter extra in de verf te zetten.

Ostyn, de nieuwe naam van Veranclassic, is sinds 1992 gespecialiseerd in de verkoop, productie, levering, plaatsing en nazorg van kwalitatief hoogstaande en op maat gemaakte poolhouses, woonuitbreidingen, terrasoverkappingen, carports, garages, cottages, tuinhuizen en andere exclusieve bijgebouwen.

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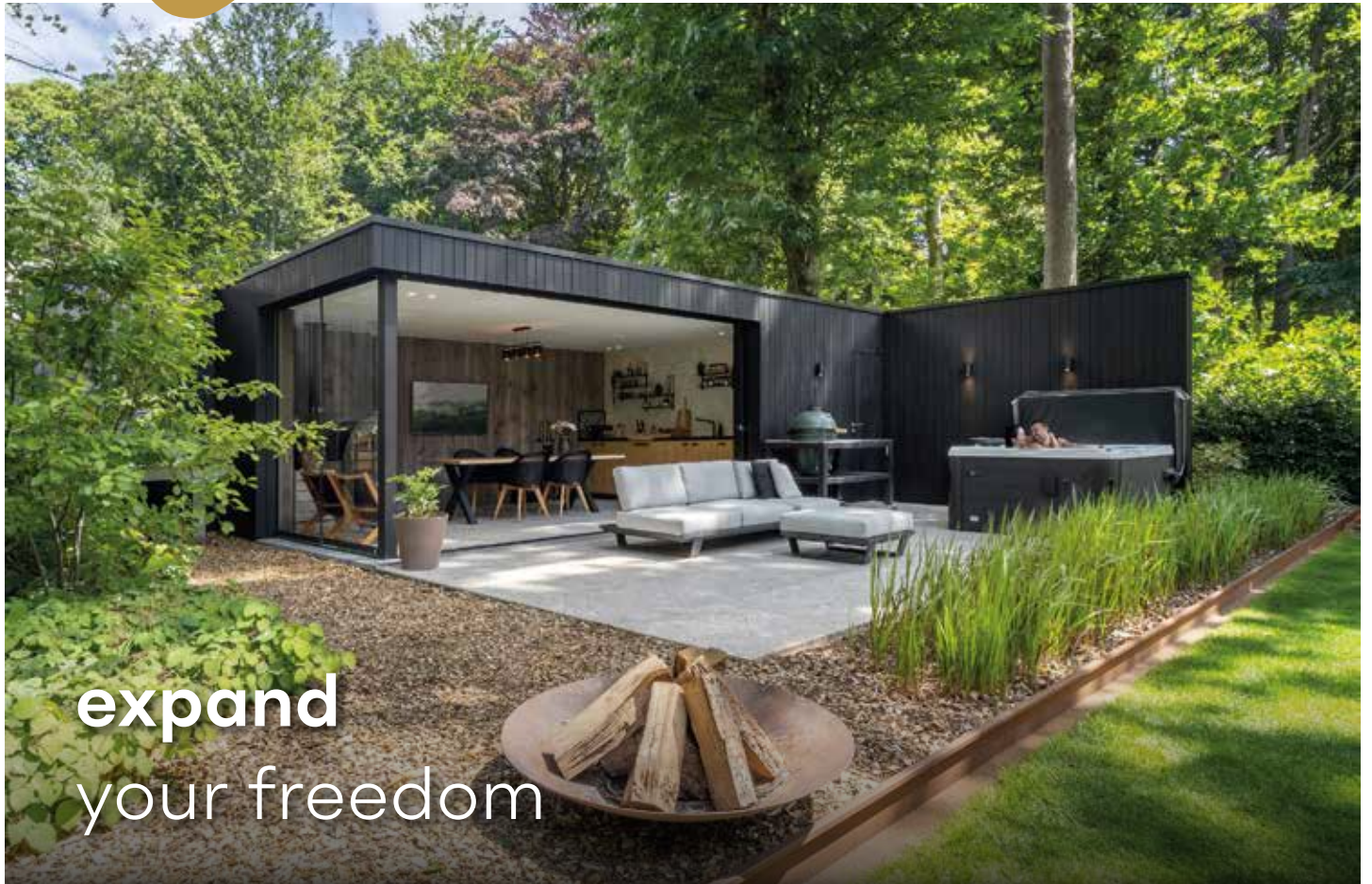
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E-MOUNTAIN BIKE DOSSIER

OFF-ROAD CYCLING IN THE COUNTRYSIDE WITHIN EVERYONE'S REACH

Last year, for the first time, more e-bikes were sold in Belgium than mechanical bikes. According to the mobility federation Traxio, 51.2% of the total number of bicycles sold in Belgium were electric bikes. The advance of the e-bike seems unstoppable. "46% of Belgian consumers will be looking for an electric bike in the near future," according to the Traxio survey. The changeover to e-bikes continues. There is also an evolution in the sporty segments of "electric racing bikes", "electric gravel bikes" and "electric mountain bikes". Bike manufacturers are also increasingly offering electric versions of gravel, MTB and racing bikes. We thought it was time to take a closer look at electric mountain bikes.

TEXT: DOMINIEK SAELENS



BELGIUM IS A SPORTY MARKET

Belgium is a very sporty market when it comes to bicycle sales. Cycle racing in particular has become increasingly popular in recent years. However, other components within the sport of cycling are also doing well. According to figures from Traxio, shifts can be observed within the electric segments of racing, gravel and MTBs. The electric gravel bike seems to be on the rise because it can combine the characteristics of both mountain bikes and racing bikes. With a gravel bike, you can easily ride longer tours like with a road bike, but at the same time ride bumpy trails like with a mountain bike. In 2023, 8,100 electric racing bikes and around 1,600 electric gravel bikes were sold. Sales of electric mountain bikes in Belgium fell slightly in 2023. The year before, e-MTB sales were around 18,000 units; in 2023, around 17,300 electric mountain bikes were sold. There are still some sales of non-electric mountain bikes, around 54,000 units in 2023. But significantly less than in 2022, when 89,000 units were sold. There is a clear shift towards electric versions.

ELECTRIC MOUNTAIN BIKES FOR EVERYONE

There are two target groups for electric mountain bikes. On the one hand, the e-mountainbike is a solution for those who want to get out into nature, but do not have the physical ability to do so. On the other hand, there are the “die-hards” who simply want to go faster on often difficult terrain. Pedal assistance helps with this and also allows them to go on longer rides. Cyclists who are less fit can therefore have more fun off-road with an electric version. It's also easier to cope with challenging descents if you haven't had to use up all your reserves going uphill. Mountain bikers feel free in nature, off-road, far from asphalt and busy roads. Enjoy the adventure in the forest, on the moor or through the meadows. An e-MTB makes it possible for everyone, even if you are not an athlete. In the mountains, your electric mountain bike will be your best friend. Go easy on the uphill power and don't use full power all the time. Especially when you have to carry some of your own weight. It is therefore very important to monitor the performance of your e-MTB's motor to the maximum and at the same time dose your efforts well. When going downhill, you can conserve your battery because there may still be a way to go back to your starting point after the descent. But with an electric mountain bike, it is fun for everyone.

HOW EXPENSIVE IS AN ELECTRIC MOUNTAIN BIKE?

Electric mountain bikes are more expensive than conventional mountain bikes. On average, they cost at least €1,000 more than their non-electric counterparts. A good e-hardtail without rear suspension starts at 2,500 euros. A decent 'e-fully' - full suspension with front and rear suspension - will set you back at least €3,500. The new fancy versions go up to over 13,000 Euros.

WEIGHT

Electric MTBs are heavier than non-electric versions. Because of the additional components, such as the battery and motor, the bikes have to carry considerably more weight. As a result, they usually weigh more than 20 kilos. When cycling, the weight is mainly felt in manoeuvrability and general handling. Manufacturers try to improve manoeuvrability by changing the configuration of the bike, for example by giving it a longer wheelbase. This makes the bike more stable.

HARDTAIL OR FULLY

Almost all mountain bikes today have front suspension. You also have the choice of having rear suspension or not. A hardtail has only front suspension, while a full suspension bike or 'fully' has both front and rear suspension. If you are only going to ride through the woods occasionally, mostly on easy terrain and also use your e-MTB for everyday riding, you are better off with a hardtail. The advantage of an electric hardtail is that you can transmit maximum power, whereas on a full suspension bike some of that power is lost. Hardtails are simpler, cheaper and require less maintenance. The loss of power transmission on a full suspension is less important because you have electric assistance. Full suspension has the advantage of better traction on rough terrain because the rear wheel is in contact with the ground more often. It offers more comfort and you can negotiate obstacles better. Thanks to the rear shock absorber, even the most challenging trails are no problem. In short, if you want to go completely off-road, from trail to downhill, you should buy a full suspension bike.

WHEELS

The most common wheel sizes for electric mountain bikes are 29" and 27.5". The larger 29" wheels have a better rolling behaviour at higher speeds. This makes them perfect for touring, but also for challenging descents where stability and control are important. The 27.5" wheels, on the other hand, have their strengths in challenging terrain and are still the first choice for e-bikes with longer travel, as their agility and manoeuvrability make them technically superior.

ENGINEERING

At the end of the day, e-MTBs are all about enjoying the outdoors and riding in difficult and bumpy terrain. As with purely mechanical mountain bikes, there are numerous frame shapes and variants. Hardtails, fullys, special e-MTBs for all-mountain or downhill use. There are different types of motors, suspension systems and wheel sizes. In electric bikes, the electric motor can be mounted in the front wheel, the rear wheel or on the bottom bracket. On electric mountain bikes, only the last two options are common. The middle motor is the most ideal solution and the most used.

This is because a motor in the middle provides better weight distribution, which makes the bike more balanced. On the other hand, a motor in the rear wheel has the advantage that it can be used to recover energy. However, the high weight of the motor in the rear wheel makes the bike unbalanced and heavy in the rear, which has a negative effect when changing direction quickly. With a rear-mounted motor, less power is available, which is noticeable on climbs. It is also often more difficult to remove the wheel, for example to change a flat tyre. This is why most manufacturers prefer a mid-mounted engine. Bosch is the market leader and one of the most widely used bike motors. But Shimano, Yamaha and Brose are also big players.

BOSCH

The Bosch Performance Line CX motor is powerful, precise and one of the most widely used drive systems on the market. The motor impresses with its good performance and special software with progressive e-MTB mode for off-road use. With a torque range of 75 to 85 Nm, powerful pedal support and sensitive response, the engine lets you enjoy the trail to the full. With the e-MTB ePowered by Bosch eBike Systems, you also get a better distribution of your energy. The energy you save can be put back into mountain biking - for longer, more enjoyable rides. Connect your e-MTB to the smart system and you automatically get the power you need, when you need it.



SHIMANO

Designed specifically for e-MTBs, Shimano's EP6 and EP8 step motors are almost as popular as the Bosch motors. Both deliver 85 Nm of torque. They have a unique feel, compact design and low weight. They have intuitive handling, a nimble trail mode with pleasantly progressive power delivery and a decent boost mode that gives the hardtail plenty of power. The EP6 engines are a little less powerful, a little tougher and a little heavier, but they are more budget-friendly than their big brother.

YAMAHA

The PW-X is Yamaha's premium model and an exceptionally compact powerhouse. Torque reaches 80 Nm and there is plenty of thrust even at low speeds. For the e-hardtail rider there are five levels of support. The PW-SE is a sport-powered version that sits between the normal PW and the PW-X in terms of power. Yamaha's engine is the quietest of all.

BROSE

Brose also offers several torque motors, ranging from 50 Nm over 70 Nm to 90 Nm with leg force boost of 380%. Brose motors are the quietest on the market thanks to transmission via a toothed belt instead of drive via 2 gears. This reduces drive noise to the absolute minimum. Sometimes they are fitted to bikes under their own brand name. Brose supplies a 630 Wh battery in the frame with the bike.

ELECTRIC MOUNTAIN BIKES IN THE SPOTLIGHT



TREK

US manufacturer Trek plays a progressive role in the development of e-bikes and, in particular, e-mountain bikes. The Fuel EXe 9.9 XX1 AXS, for example, is synonymous with mountain biking at a higher level. The bike belongs to the new generation of mountain bikes with virtually invisible motor support. It is equipped with a small but powerful TQ transmission that provides support when needed, but fades into the background on descents so you continue to experience the real trail bike feeling. The bike is finished with the finest components on the market. With the EXe 9.9, no expense has been spared with a perfectly functioning SRAM XX1 AXS shifting system and RockShox suspension package equipped with AirWiz technology to keep the damping tuned exactly to the desired level. Moreover, TREK has the new Marlin+, an all-round hardtail electric mountain bike with Bosch motor, with 50 Nm of torque and a 400 Wh battery. You can also opt for the Powerfly 5, a versatile e-MTB with perfect balance between price and performance.

TREK Fuel EXe 9.9 XX1 AXS

Weight	19,2 kg	TREK Powerfly 5	23,7 kg
Frame	Carbon		Aluminium
Gears	12 (SRAM Eagle AXS)		12 (Shimano Deore)
Engine	TQ-HPR50 Engine 50 Nm		Bosch Performance Line CX (85 Nm)
Battery	360 Wh		625 Wh
Info	www.trekbikes.com/be/nl_BE		www.trekbikes.com/be/nl_BE

SIMPLON

If there is one bike in the Simplon portfolio that can be called versatile, it is the Rapcon. The Austrian manufacturer offers several models within the Rapcon family, such as the Rapcon Pmax TQ light e-MTB and the Rapcon Pmax CX with Bosch Performance CX drivetrain. The Sengo PMax is probably Simplon's most exclusive e-mountain bike. The perfectly shaped carbon frame in bright red or elegant black offers an impressive mix of weight, stability, riding pleasure and design. The battery capacity can be extended to 1,125 Wh, giving you plenty of power for long rides. The Sengo PMax can be customised with a wide range of options. The latest version is the Rapcon Pmax Pinion e-MTB with a Pinion E1.12 motor and 85 Nm of torque.

SIMPLON Rapcon Pmax Pinion

Weight	23,4 kg
Frame	Carbon
Versnellingen	9 of 12
Engine	Pinion E1.12 (85 Nm)
Battery	720 Wh/960 Wh + optioneel 470 Wh
Info	www.simplon.com/en



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SCOTT

US-based SCOTT has launched a new lightweight e-MTB with the TQ-HPR50 engine. The bike has a futuristic appearance and appears to be cast from one piece, with all components invisibly integrated into the frame. The bike is an agile, lightweight and powerful trail bike. The engine is quiet and delivers new levels of power, trail after trail. Scott has a great range of bikes including the full suspension Scott Strike and the hardtail version Scott Aspect.

SCOTT Voltage eRIDE 900

Weight	18,9 kg (size L)
Frame	Carbon
Gears	12 (SRAM Eagle AXS)
Engine	TQ-HPR50 motor (50 Nm and peak capacity 300 W)
Battery	360 Wh + range extender 160 Wh
Info	www.scott-sports.com/be/en



SCOTT Strike eRIDE 940

Weight	23,9 kg
Frame	Aluminium
Gears	12 (SRAM Eagle AXS)
Engine	Bosch Performance CX (85 Nm)
Battery	500 Wh (possible expansion to 1000 Wh)
Info	www.scott-sports.com/be/en

E-MOUNTAIN BIKE

BERGAMONT

The E-Trailster 130 Pro from German manufacturer Bergamont is ready for any challenge, be it an urban jungle or a downhill course. The e-mountain bike is equipped with lighting system, luggage rack and mudguards. The RockShox suspension with 130 mm suspension travel effortlessly catches bumps and root sections. It goes uphill effortlessly thanks to the powerful 85 Nm torque of the Bosch Performance Line CX- Engine and a generous gear ratio of the Shimano shifting.

BERGAMONT E-Trailster 130 Pro

Weight	27,5 kg
Frame	Carbon
Gears	12 (Shimano XT)
Engine	Bosch Performance Line CX (85 Nm)
Battery	750 Wh
Info	www.bergamont.com/be/en



RIESE & MÜLLER

German manufacturer Riese & Müller offers the sporty, full-suspension Delite Mountain for those who like a challenge in mountainous terrain. This electric mountain bike invites you into the great outdoors. Technically, this bike is a winner: Control Technology with full suspension from Fox FLOat, a suspension range of 150 mm and the powerful Bosch Performance Line CX engine.

Riese & Müller Delite Mountain Touring

Weight	25,3 kg
Frame	Carbon
Gears	12 (Shimano XT)
Engine	Bosch Performance Line CX
Battery	625 Wh
Info	www.r-m.de/nl-be



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MOUSTACHE

From the very beginning, French manufacturer Moustache has been committed to ensuring that the car stays in the garage every day. So it was only natural to name the bikes after the days of the week. Each day represents a particular type of cycling and therefore a particular Moustache bike. Moustache offers several versions of electric mountain bikes in the Samedi range - which refers to Saturday trail rides. The Samedi 29 Trail is a real mountain goat. Its suspension kinematics are unique and make it fun to ride both uphill and downhill. The Moustache Magic Grip Control rear shock absorbers also ensure maximum grip and control, so you can start descents with the precision and speed of a mountain goat.

MOUSTACHE Samedi 29 Trail ETD

Weight	23,4 kg
Frame	Aluminium
Gears	12 (Shimano XT)
Engine	Bosch Performance Line CX (85 Nm)
Battery	625 of 750 Wh
Info	www.moustachebikes.com/be/nl



E-MOUNTAIN BIKE

FLYER

Swiss manufacturer FLYER offers several models of the Uproc X, which pushes the limits in the mountains and on rough trails. The Mullet concept with a 29" front wheel and 27.5" rear wheel offers excellent climbing ability and dynamic manoeuvrability. The Uproc X has a fully integrated 750 Wh battery to keep you going all day. The Uproc X has a wide range of models with Engineen Bosch and Panasonic.

FLYER UPROC X8.30 SE

Weight	26 kg
Frame	Carbon
Gears	12 (Shimano XT)
Engine	Bosch Performance Line CX (85 Nm)
Battery	750 Wh + extra Bosch PowerMore accu 250 Wh
Info	www.flyer-bikes.com/nl-be



ADVANCED

The Pro X MTB from German manufacturer Advanced is the ultimate in recreational fun, with an ultra-powerful engine. It is an agile yet safe mountain bike with a comfortable riding position. Its powerful battery gives you the freedom to enjoy challenging trails.

ADVANCED PRO X MTB

Weight	23,2 kg
Frame	Carbon
Gears	12 (SRAM SX of GX Eagle)
Motor	Bosch Performance Line CX (85 Nm)
Batterij	750 Wh
Info	www.advancedebike.nl



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CANYON

With the SPECTRAL:ON CF7 from German manufacturer Canyon, you can clear your head after work or hit the trails all weekend. No trail is safe with this e-MTB. With its battery and powerful motor, you can ride until your arms give out. Canyon also offers many other models and versions of electric mountain bikes.

CANYON SPECTRAL:ON CF 7

Weight	23,3 kg
Frame	Carbon
Gears	12 (Shimano Deore M6100)
Engine	Shimano EP8 (85 Nm)
Battery	900 of 720 Wh
Info	www.canyon.com/en-be



THOMPSON

Thompson's mission for more than 90 years has been "High quality at a fair price". The Belgian family business offers a wide range of bicycles, including electric mountain bikes. The bikes are assembled with the utmost care in its assembly halls in Lessines. The Thompson P-750 MTB has a Bosch Performance Line CX Engine and a Battery of 750 Wh.

THOMPSON P-750 MTB

Weight	24,5 kg
Frame	Aluminium
Gears	12 (Shimano XT)
Engine	Bosch Performance Line CX (85 Nm)
Battery	750 Wh
Info	www.thompson-bikebuilder.be/nl



SPECIALIZED

Within Specialized's e-MTB range, the Turbo Levo is by far the American brand's most popular electric mountain bike. Specialized offers a wide range of models with a variety of features. The flagship of the Turbo Levo range is undoubtedly the S-Works Turbo Levo e-MTB. For almost a decade, the Turbo Levo has been known in the market for its innovative versions that set high standards.

Specialized S-Works Turbo Levo

Weight	22,5 kg
Frame	Carbon
Gears	12 (SRAM XX Eagle)
Engine	Specialized 2.2 Custom Rx Trail Tuned (90 Nm)
Battery	700 Wh
Info	www.specialized.com/be/nl



MERIDA

Merida began as a Taiwanese company designing frames for well-known brands. Today, Merida still designs and manufactures frames for other bike brands, but also has an extensive range of its own diverse models. The Merida eOne-Forty is the most versatile full suspension e-MTB. With the smooth and powerful support of the Shimano midEngine, no mountain is too high. With a nimble and playful geometry, the bike offers unprecedented trail fun.

MERIDA eOne Forty 475

Weight	24,5 kg
Frame	Aluminium
Gears	12 (SRAM NX Eagle)
Engine	Shimano EP8 (85Nm)
Battery	750 Wh
Info	www.merida.nl



E-MOUNTAIN BIKE

CUBE

German manufacturer Cube has a range of both hardtail and full suspension electric mountain bikes. The hardtail Reaction Hybrid not only looks good, but is also practical and stiff. The full-suspension Cube Stereo Hybrid 140 is the benchmark in the all-mountain segment.

CUBE Stereo Hybrid 140 HPC

Weight	23,9 kg
Frame	Aluminium
Gears	12 (SRAM NX Eagle)
Engine	Bosch Performance CX (85 Nm)
Battery	750 Wh
Info	www.cube.eu/nl



CUBE Reaction Hybrid ABS 750

Weight	25,9 kg
Frame	Aluminium
Gears	12 (Shimano Deore)
Engine	Bosch Performance CX (85 Nm)
Battery	750 Wh
Info	www.cube.eu/nl



BULLS

German bike brand Bulls offers a wide range of e-MTBs, including the Bulls Sonic and Bulls Copperhead hardtails.

BULLS Sonic EVO AM 2

Weight	25 kg
Frame	Carbon
Gears	11 (Shimano Deore)
Engine	Bosch Performance CX (85 Nm)
Battery	625 Wh of 750 Wh
Info	www.bulls-bikes.com/gb-en



MONDRAKER CRUSHER

The engineers at Spain's Mondraker have brought the best to their drawing board for their new Crusher E-MTB models.

Crusher E-MTB ALL MOUNTAIN

Weight	24,6 kg
Frame	Carbon with aluminium rear fork
Gears	12 (SRAM GX/NX)
Engine	Shimano EP801
Battery	Simplo 720Wh G3
Info	www.mondraker.com



CONWAY

German manufacturer Conway has already launched several models of e-MTBs. It recently launched the new Ryvon series with several versions.

RYVON LT 10.0

Weight	19,2 kg
Frame	Carbon
Gears	12 (SRAM XO Eagle)
Engine	Bosch Performance SX (55 Nm)
Battery	400 Wh
Info	www.conway-bikes.com



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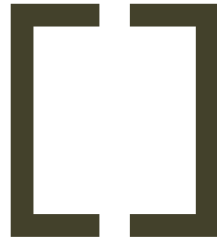
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EPC: 91 kWh/m²
UC: 3045650
Vg, Wg, Gmo, Vkr, Gvv
P-score: A - G-score: A

E&V ID W-02TP8W



Lebbeke

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EPC: 182 kWh/m²
UC: 3234007
Vg, Ag, Gmo, Vkr, Gvv
P-score: A - G-score: A

E&V ID W-02VM89



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Ruim, instapklaar appartement aan het Zuidpark
EPC: 124 kWh/m²
UC: 2871660
Vg, Wche, Gmo, Gvkr, Gvv
P-score: D - G-score: D

E&V ID W-02UX79



Nieuwpoort

Lichtrijk appartement met prachtige zichten
EPC: 234 kWh/m²
UC: 2862525
Vg, Wg, Gmo, Gvkr, Vv
P-score: A - G-score: A

E&V ID W-02UEZ6



Gent

Buitengewoon kwalitatief afgewerkte villa
EPC: 77 kWh/m²
UC: 2591272
Vg, Wg, Gmo, Gvkr, Gvv
P-score: A - G-score: A

E&V ID W-02VC2W

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TESLA FREMONT AND GIGA NEVADA HAVE BUILT 3 MILLION CARS

Tesla has celebrated the production of three million cars across its Fremont factory and Gigafactory Nevada, just under two years after surpassing two million at the sites.

Source Teslarati



On Friday evening, in a post on X, Tesla's main account shared a congratulations to Fremont and Giga Nevada, celebrating the accomplishment. The post also includes a pair of photos showing the production team at Gigafactory Fremont with the three millionth electric vehicle (EV) built, a deep blue metallic Model S.

Tesla celebrated reaching two million cars produced at Fremont and Giga Nevada in July of 2022, after the company celebrated reaching its millionth car produced overall in 2020, just as Gigafactory Shanghai was ramping up and as Gigafactory Berlin was still being built.

Giga Nevada currently builds drive motors, powertrains, and battery packs for the Fremont factory, which is why both Tesla's two million and three million milestones have both shouted out the location although it doesn't produce completed EVs.

In the past, Tesla's Fremont factory has been highlighted as one of the most productive automotive plants in the U.S. While Tesla's other factories have become ramped up production quite a bit as well, likely even outpacing the Fremont plant, the site still plays a key role in the company's global strategy and it remains highly efficient and productive.

Tesla is currently expanding Giga Nevada to accommodate increased production of its 4680 battery cells and its electric Semi, and the company broke ground on the expansion in January. With the expansion's eventual completion, the site is expected to add 6,500 full-time roles and build enough 4680 battery cells to supply two million light-duty vehicles per year.

Earlier this year, Tesla also began producing the updated Model 3 "Highland" in Fremont, after the vehicle launched in the latter half of 2023 in many other markets. Tesla also launched a highly anticipated Model 3 Performance configuration for the refreshed sedan, starting at a price tag of \$54,990 in the U.S. before the federal or local tax credits, and following a few price adjustments.

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Met de nodige aandacht voor architecturale perspectieven, ruimtelijkheid, lichtinval en technische details, blijft geen onderdeel onbesproken en wordt uw ontwerpplan omgezet in een technisch uitvoeringsplan. Onze interieurrenovaties worden steeds ontworpen en gerealiseerd door ons in-house team. Uw project wordt gedurende het volledige traject zorgvuldig opgevolgd waarbij u als klant maximale inspraak geniet.

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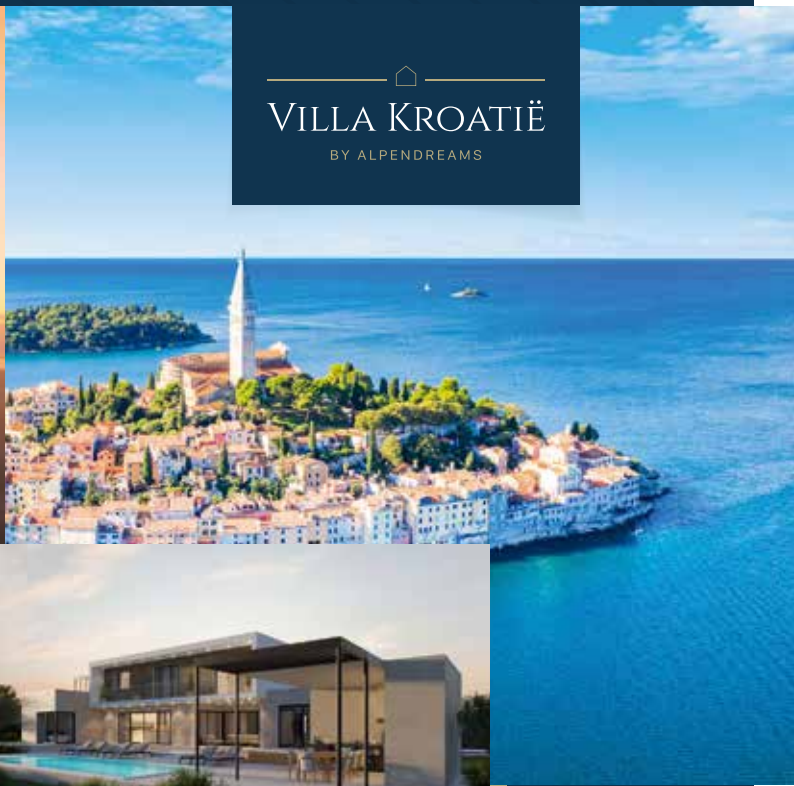


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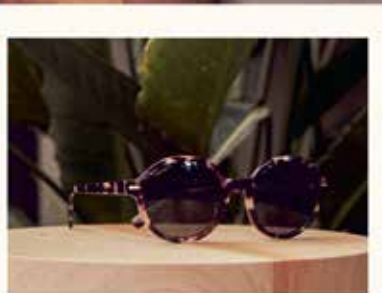
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IBIZA, THE TWO-FACED ISLAND WITH CAN LLUC AS YOUR HEAVENLY CENTERPOINT

Ibiza. The island of discos and nightclubs. The Mecca of DJs.
One of the few islands with such a distinct image, an attraction for some, a repulsion for others.



IBIZA

To be honest, we belonged to the latter group before our visit. Ibiza did not really appeal to us as a destination, even though we had not yet set foot on the island. Our preference would always be a destination with a beautiful nature, culture and culinary heritage.

When we received the invitation to visit Can Lluç (or 'house of Lluç'), somewhere centrally located on Ibiza, our curiosity was aroused. A different view of the island? Get rid of the prejudices? Why not, let us be surprised and amazed, we thought! Little did we now..

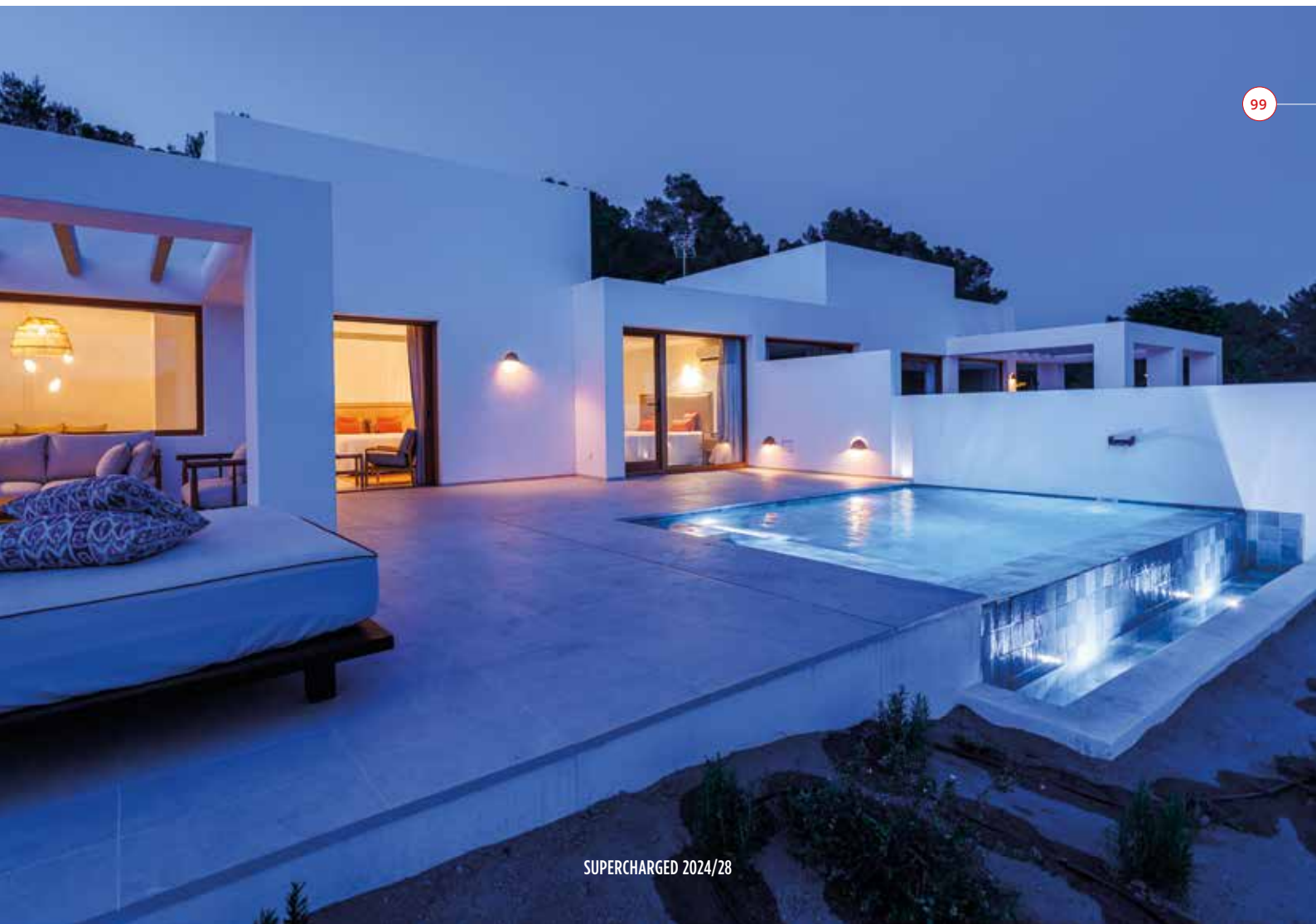
The flight to Ibiza is short, about 2 hours. The plane is quite full with a rather youthful audience. The weather forecast announces 22 degrees with a moderate breeze, a relief after weeks of heavy rain in our own country.

We rent a car from Sunny cars (highly recommended in terms of service and communication) who let us visit the local Hertz office for the occasion. We receive a brand new T-Roc VW. The car rental offices are conveniently located just 100 meters from the depar-

ture hall, so half an hour after landing we are already in the car on the way to Can Lluç.

Ibiza is wonderfully small, which means that you can reach the four corners of the island in a maximum of 30 minutes. You do need a car, but you can always reach your desired destination quickly. We reach Can Lluç after barely a 20-minute drive. The lanes leading up to it change from a normal provincial lane to a rural lane to a country road. Especially the last km makes us frown – Can Lluç is apparently really well hidden in the middle of the hills and forests.

A stylish steel gate opens upon arrival and we park the car in the guest parking lot. To our right is the reception, a small building built in the typical style of the island; natural stones and wooden beams ensure that the building becomes one with the environment. We are greeted by Blanca, the owner's daughter. The enthusiastic young woman immediately starts her story about the history and the development of the resort and invites us for a short tour.





We are a bit blown away by the peace and beauty of the area; on the left the restaurant with a covered area and a large stylish terrace, on the right the L-shaped swimming pool (with jacuzzi, sun beds and sun loungers). A little further on we walk past the breakfast room (once the parental home of Blanca's grandfather), the open bar and the first cottages, the smaller villas.

We walk further and look out over a vast part of the estate. With stylish white villas here and there - some with private swimming pools - always built per two units. Here you do not have the impression of being on a mass-tourism island. Everything radiates a wonderful peace and serenity.

Blanca leads us further to the higher part of the estate where the largest villas (with swimming pool) are located. We notice the vineyard on the left.

We are only on the island for 3 days - enough time to discover a lot - but in the villa of Can Lluc assigned to us you can stay for a whole year if you want. More than 200m² in size, with an entrance hall with a dressing room and safe, an equipped kitchen (with all the trimmings), separate toilet, a jacuzzi with room for 2, a bathroom with indoor and outdoor shower, 2 bedrooms - both with a view of the terrace and private swimming pool, a living room with fireplace,

an office, minibar and a terrace with lounge, dining table and sun lounger. A person could get used to it.

Blanca shows us some nice views from the patio: a pergala on the mountain slope where you can experience a beautiful sunset on the left and the sea on the right... Not a bad sight for our eyes

We use the remaining hours to walk around the resort ourselves and take in the surroundings. Lluc's house. What a discovery..

The restaurant of the resort is something you should try at least once. The young female chef Laura Costa and her team use exclusively local (and fresh) ingredients. The result : a feast for your eyes are mouth. The setting is classy, spacious and at the same time very laid-back. So no problem should you want to 'stay in'; they have got you covered !

Breakfast is served on the terrace of Blanca's grandfather's restored home. A magnificent building, robustly built with natural materials and an eye for local details. The custom furniture gives the home a very classy appearance. The buffet is ready for us in one of the rooms. Fresh fruit juice, many types of fresh fruit, yoghurt, a freshly made tortilla, local cheeses and cut meats, cakes and different types of home made bread, freshly baked pancakes, eggs 'on demand' etc... Everything you can expect from a location of this level.

We leave for our discovery with a (very) satisfied feeling. We had informed ourselves well in advance which the hotspots were and given that there were no mass tourism situations on the island in May, we could assume that one spot would be even more idyllic and peaceful than the other. And they were. We discover the beauty of the island all within a 20-minute drive. The bays, the hidden beaches, the restaurants (all top culinary) built in a kind of hippie-chic style - this is also Ibiza. Nightclubs in Ibiza? They are there, but they are also perfectly avoidable for those who want this and want to get out into nature.

The north of the island is rougher and can appeal to us (even) more. There the island becomes hilly and it is also noticeably less busy. The south (with Ibiza town where the old part is worth a visit) is more mundane and busier. Impressive in the south are the extensive salt pans where the famous 'Sal de Ibiza' is obtained. The salt of this protected nature reserve (Parque Natural de Ses Salines D'Eivissa) does not contain any artificial additives and is completely pure nature. Also worth a visit is Terra Masia, an organic farm in the countryside near Santa Eularia. You can have breakfast and lunch here on weekdays, highly recommended.

The next morning of our short stay we meet Lucas, the owner of Can Lluç. We have a nice conversation with him on the terrace after breakfast. Lucas talks in detail about his life's work, Can Lluç, about his friendships with Belgians who annually travel with their families to Can Lluç, he talks about the surroundings like the hill opposite the resort (which, by the way, is also called Lucas Hill). We also talk about the perception around the island as a 'party destination' - something he would like to see change. Lucas is proud of 'his island'. We discuss notable events that Can Lluç has hosted in the past and long-term rentals that prove to be popular in the winter period. I can indeed imagine it, wonderful temperatures, little precipitation and a "zen" environment. Heaven on earth in winter time....

Foodies in Ibiza come back because the culinary level is high. We were able to experience 2 remarkable restaurants.



CHAMBAO, A CHIRINGUITO-STYLE RESTAURANT

Upon arrival, our Sunny cars VW is neatly parked by a Valet service. So there is no need to search for a parking space here. We take a seat on the terrace with a full view of the sea (and the Nobu hotel terrace). Our feet are not quite in the sand (but they could have been ☺) and everything feels very southern, very pleasant. The interior of the restaurant (and the extensive outdoor terrace) 'blends perfectly' in the Ibiza 'boho' style. The service is top notch - high quality but not stiff. Chambaο prides itself on serving fresh fish dishes and salads with a plus, our choice was quickly made (Ceviche, Avocado salad and Paella with Lobster). Heavenly delicious. The Paella is served at the table from a traditional Paella pan and for those with a big appetite there is enough for a repas. Here you just want to sit and enjoy the view. Till sunset..

AMANTE

Amante is a restaurant on 2 levels (even 3 if you include the cocktail bar on the beach), all with full views of the bay from the restaurant. The surrounding bay is lit up in the evening by mood lighting on the flanks, this is a very idyllic place. We are on the highest level with an impressive view of the sea and the horizon. If you want more contact with the sea, you should book a table on the middle plateau. For my table, the chef decides what is served and we are presented with the ultimate in sharing dishes, starters and desserts. From A to Z paintings – a pleasure to look at, flavor bombs to eat. Amante is a +++ story: top location, top dishes and top service.

Admittedly, I am converted. Ibiza with its 2 faces has also stolen my heart. One world is not connected to the other, the two live hand in hand. If you want to fully enjoy Ibiza and its splendor, visit it outside the high season with Can LLuc as a central base. You will return!

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RIDE OPIUM SPEED PEDELEC: TESTED AND APPROVED IN HAGELAND

Some of the best speed-pedelecs on the market are made in Switzerland. In our neighbouring country, you can ride one from the age of 14 and on regular cycle paths. Not surprisingly, they get more attention there than here. So if you are looking for a great speed pedelec, keep an eye out for Swiss manufacturers. And Ride Opium, one of these treasures, is certainly a name to remember!

Text and photos: Johan Nicolaes

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RIDE OPIUM



In fact, Ride Opium - a brand name under the wings of the widely respected Revolt Zycling AG - has big plans for the future. And that future is very promising when you look at what they are already preparing: Speed pedelecs with integrated batteries and a range of +240 km (even more with the extender). To avoid any misunderstandings, we are talking about a single energy storage unit in the down tube. Suddenly the other side of the country is so close.

To illustrate what this means in practice, imagine this: you live in Hasselt and you want to go to the 80's W festival in Ostend this summer. The trains are overcrowded, there are queues on the motorways and we have grown past 'hitchhiking' - so why not take your Ride Opium? You cycle straight from your home to the festival's main stage. Non-stop. All you need is the right clothes and a bottle of water.

For this test I chose the Diest region, Averbode Hageland. Its gently sloping roads take you along beautiful cycle paths, gravel roads and cobbled lanes. The spring sun invites you to test our Ride Opium.

Our speed pedelec has a battery capacity of 1400 Wh, giving you a range of no less than 240 km per charge. So you can start your ride with peace of mind.

The Magura MCI (4-piston) ABS brakes with engine cut-out provide excellent performance and instant response for optimum safety.

The Pinion 9-speed gearbox does a great job and gives you enough options to find the perfect cadence for you. Personally, I like to ride with a high cadence and even at this high cadence you can still reach surprisingly high speeds. The 27x2.35 wide Vredestein ICON outer tyres give you a safe feeling with plenty of grip in the corners and comfort on bad roads and cobbles.

The bike's slim, rigid frame allows you to adopt a sporty riding position without sacrificing comfort. When you climb the Poggio of Diest (Grasbos), it's easy to stand up straight on the pedals and you don't feel like you're riding a speed pedelec. The bike is agile and steers smoothly. This is a big plus for me in this area, where there are lots of bends, gentle climbs and twisty descents.

Ride Opium uses a FIT REMOTE DISPLAY. Its elegant and compact design creates a tidy and minimalist cockpit. You can see all the information you need at a glance. You can connect the display to your smartphone via Bluetooth.

RIDE OPIUM

The rear-wheel motor is quiet and powerful. It gives you the right support in all conditions. The bike is also an eye-catcher with its beautiful looks and chic design.

The suspension seatpost provides extra comfort and you can compensate for the lack of a suspension fork by lowering the tyre pressure. I started with 3 bar. On arrival at Averbode Abbey I lowered them to 2.5 bar, which made a remarkable difference. Back via Scherpenheuvel and the centre of Diest, I made a detour to

Lummen and Heusden-Zolder to test the top speed on the Albert Canal.

A drawback is the narrow saddle, but a bonus is the nice sound of the horn, which makes the ride even more enjoyable.

In conclusion, this bike is ideal for fast commuting, but can also be used for touring. It makes you feel safe and secure, thanks to the pure Swiss quality that it exudes and that you can feel.



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