

Stanphyl Capital Management LLC  
Stanphyl Capital GP, LLC  
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July 31, 2023

Friends and Fellow Investors:

For July 2023 the fund was down approximately 5.3% net of all fees and expenses. By way of comparison, the S&P 500 was up 3.2% and the Russell 2000 was up 6.1%. Year-to-date the fund is down approximately 38.7% net. By way of comparison, the S&P 500 is up 20.6% and the Russell 2000 is up 14.7%. Since inception on June 1, 2011 the fund is up approximately 83.6% net while the S&P 500 is up 332.8% and the Russell 2000 is up 178.7%. Since inception the fund has compounded at approximately 5.1% net annually vs 12.8% for the S&P 500 and 8.8% for the Russell 2000. (The S&P and Russell performances are based on their "Total Returns" indices which include reinvested dividends. Investors will receive exact performance figures from the outside administrator within a week or two. Please note that individual partners' returns will vary in accordance with their high-water marks.)

**Our large SPY short position hurt us again this month (as it has all year), while our large Tesla short hurt us slightly (the stock was up 2% on the month but is up 117% year-to-date) despite the company's July report of lousy (and rapidly declining) profit margins and a late-July Reuters exposé of [massive & systemic, Musk-directed Tesla consumer fraud](#) following Handelsblatt's May report of [a massive & systemic, Musk-directed Tesla safety cover-up](#), either of which would cause a *responsible* corporate board to *immediately* fire its CEO and regulators to come within a hare's breath of putting the company out of business and (as happened with Theranos and Volkswagen's "dieselgate") send some of its executives to *prison*. In fact, these violations are *so* egregious that I believe those things *will* happen, even to historically "Teflon" Tesla. (As usual, there's much more about Tesla in the second half of this letter.)**

This year's performance has been *egregiously* bad, and yet a couple of years ago this fund was in a deeper hole than the current one and recovered to set a new high-water mark, and I have every intention that it will do so again. We've been very net short in what I believe is a very big bear-market rally, but when this rally reverses (*and I strongly believe it will*), so will our performance. I hope you'll stick with me for that "return voyage" but if you don't share my bearishness and prefer to redeem I completely understand; the fund is currently extremely liquid and if you let me know any time between now and August 30th, I can redeem you as of August 31st.

Meanwhile, as I've written here many times before:

There's *no way* an "everything bubble" built on over a decade of 0% interest rates and trillions of dollars of worldwide "quantitative easing" can *not* implode when confronted with 5%+ rates and \$95 billion/month in U.S. quantitative *tightening* plus increasingly tight money from the [ECB](#), [BOJ](#) and other central banks.

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Yes, the recession has been delayed (primarily due to “labor hoarding” as *The Wall Street Journal* noted in [a front-page article](#) two days ago), but employment is a *trailing* indicator and the recession will soon arrive for the following reasons:

- 1) Although the excess savings built up during the Covid pandemic is still putting somewhat of a floor under consumer spending, [those funds should be fully depleted by year-end](#), and consumer credit card defaults are [now rapidly increasing](#) while [personal savings have collapsed](#).
- 2) [Business lending data](#), [shipping costs](#), [steeply inverted yield curves](#), [bankruptcy filings](#) and [other leading indicators](#) say that a nasty recession is imminent.
- 3) The cost of servicing the Federal debt is [soaring](#) (as is [the liquidity-draining rate of its issuance](#)) thereby making extra fiscal stimulus unaffordable.
- 4) On October 1 [student loan repayments will finally resume](#).

Here are some additional supporting data from July:

[Latest Press Release](#)

Updated: Thursday, July 20, 2023

### LEI for the U.S. Fell Further in June

*About the Leading Economic Index and the Coincident Economic Index:*

*The Leading Economic Index provides an early indication of significant turning points in the business cycle and where the economy is heading in the near term. The Coincident Economic Index provides an indication of the current state of the economy. Additional details are below.*

The Conference Board Leading Economic Index® (LEI) for the U.S. declined by 0.7 percent in June 2023 to 106.1 (2016=100), following a decline of 0.6 percent in May. The LEI is down 4.2 percent over the six-month period between December 2022 and June 2023—a steeper rate of decline than its 3.8 percent contraction over the previous six months (June to December 2022).

“The US LEI fell again in June, fueled by gloomier consumer expectations, weaker new orders, an increased number of initial claims for unemployment, and a reduction in housing construction,” said **Justyna Zabinska-La Monica, Senior Manager, Business Cycle Indicators, at The Conference Board**. “The Leading Index has been in decline for fifteen months—the longest streak of consecutive decreases since 2007-08, during the runup to the Great Recession. Taken together, June’s data suggests economic activity will continue to decelerate in the months ahead. We forecast that the US economy is likely to be in recession from Q3 2023 to Q1 2024. Elevated prices, tighter monetary policy, harder-to-get credit, and reduced government spending are poised to dampen economic growth further.”

MARKET SENSITIVE INFORMATION  
Embargoed until 0945 EDT (1345 UTC) 24 July 2023

S&P Global Flash US Composite PMI™

US expansion loses momentum as service sector growth slows in July

**Econoday, Inc.**  
 @Econoday

An eleventh month of contraction for Chicago's PMI is a recession signal of its own. July's reading of 42.8 is up from 41.5 in June but still signals deep contraction. #manufacturing

Month	Index Level
Jul-21	72
Aug-21	68
Sep-21	65
Oct-21	68
Nov-21	62
Dec-21	64
Jan-22	65
Feb-22	58
Mar-22	63
Apr-22	58
May-22	60
Jun-22	56
Jul-22	53
Aug-22	52
Sep-22	46
Oct-22	45
Nov-22	38
Dec-22	44
Jan-23	44
Feb-23	43
Mar-23	43
Apr-23	48
May-23	41
Jun-23	41
Jul-23	43

9:52 AM · Jul 31, 2023 · 67 Views

Federal Reserve Bank of Dallas

Economy Community Education

Economy Surveys Texas Manufacturing Outlook Survey

### Texas Manufacturing Outlook Survey

Current report Results table Production chart Comments Historical data

July 31, 2023

#### Texas manufacturing output contracts again

**What's new this month**

For this month's survey, Texas business executives were asked supplemental questions on the labor market. Results for these questions from the Texas Manufacturing Outlook Survey, Texas Service Sector Outlook Survey and Texas Retail Outlook Survey have been released together. Read the special questions results.

Texas factory activity declined in July, according to business executives responding to the Texas Manufacturing Outlook Survey. The production index, a key measure of state manufacturing conditions, held fairly steady at -4.8, a reading indicative of a modest contraction in output.

Other measures of manufacturing activity also indicated contraction in July. The new orders index has been in negative territory for more than a year and edged down to -18.1. The capacity utilization and shipments indexes remained negative but moved up to -2.4 and -2.2, respectively. The capital expenditures index continued to bounce around in the same low or slightly negative range since February; the July reading was -2.4.

Perceptions of broader business conditions continued to worsen in July. The general business activity index stayed negative but ticked up to -20.0, while the company outlook index pushed further negative to -16.9. The outlook uncertainty index moved up four points to 20.5.

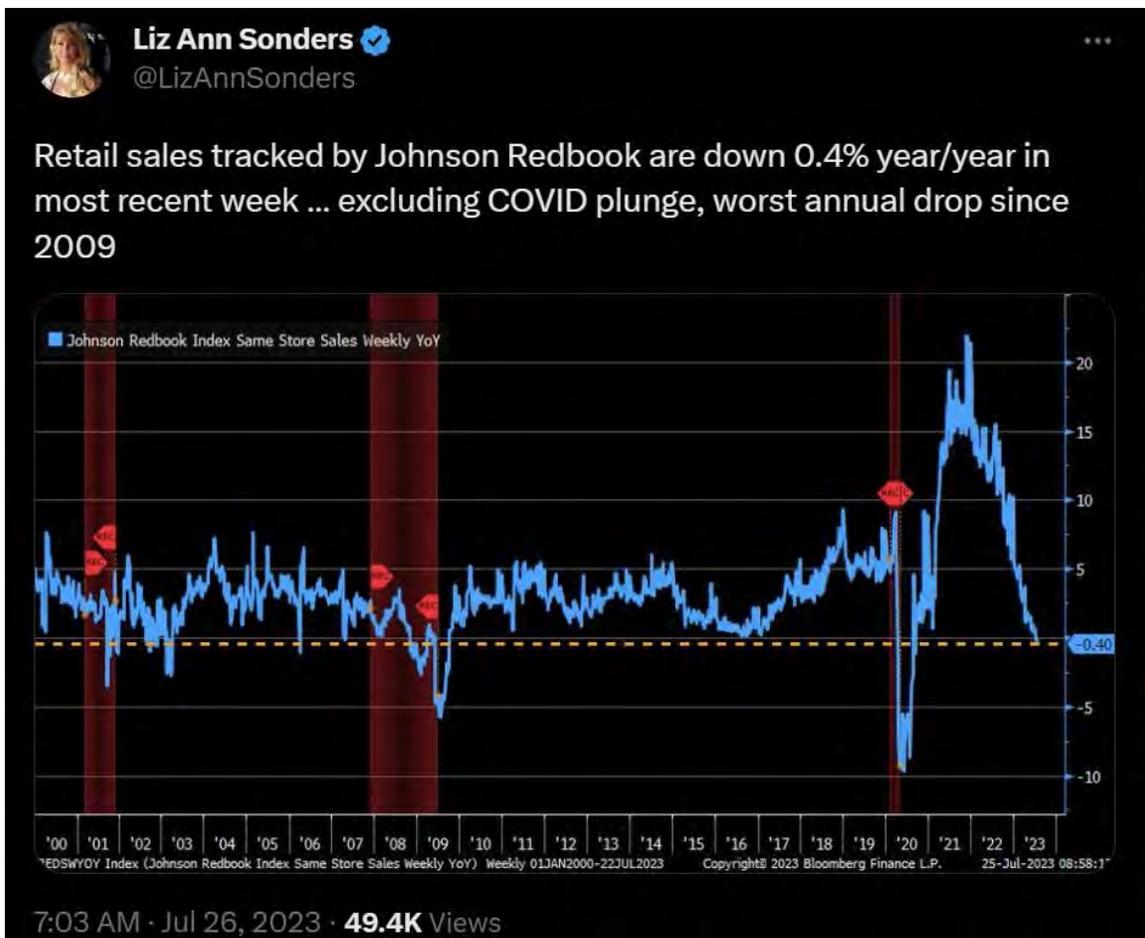
## SLOOS Finds Even Tighter Bank Credit Standards, Dismal Loan Demand And A Dire Outlook For Rest Of 2023



BY TYLER DURDEN

MONDAY, JUL 31, 2023 - 02:35 PM

One quarter after the entire market was closely watching a Fed report most had never heard of before, namely the Senior Loan Officers Opinion Survey on Bank Lending Practices (also known as SLOOS), to get some sense of just how much tightening there has been in the US financial system following the March bank failures, moments ago the Fed released the latest, July SLOOS report which showed that the incredibly shrinking US loan market has accelerated its shrinkage even more in the second quarter, **when bank lending standards tightened across most products, while loan demand - not surprisingly with rates at the highest level in 40 years - dropped to levels where one wonders just how the debt-addicted US economy is funding itself.**



# US Treasury Boosts Quarterly Borrowing Estimate to \$1 Trillion

- Department had previously estimated \$733 billion for quarter
- Treasury still restocking cash balance after debt-limit fight



The US Treasury building in Washington, DC. *Photographer: Joshua Roberts/Bloomberg*

By [Liz Capo McCormick](#)

July 31, 2023 at 3:00 PM EDT

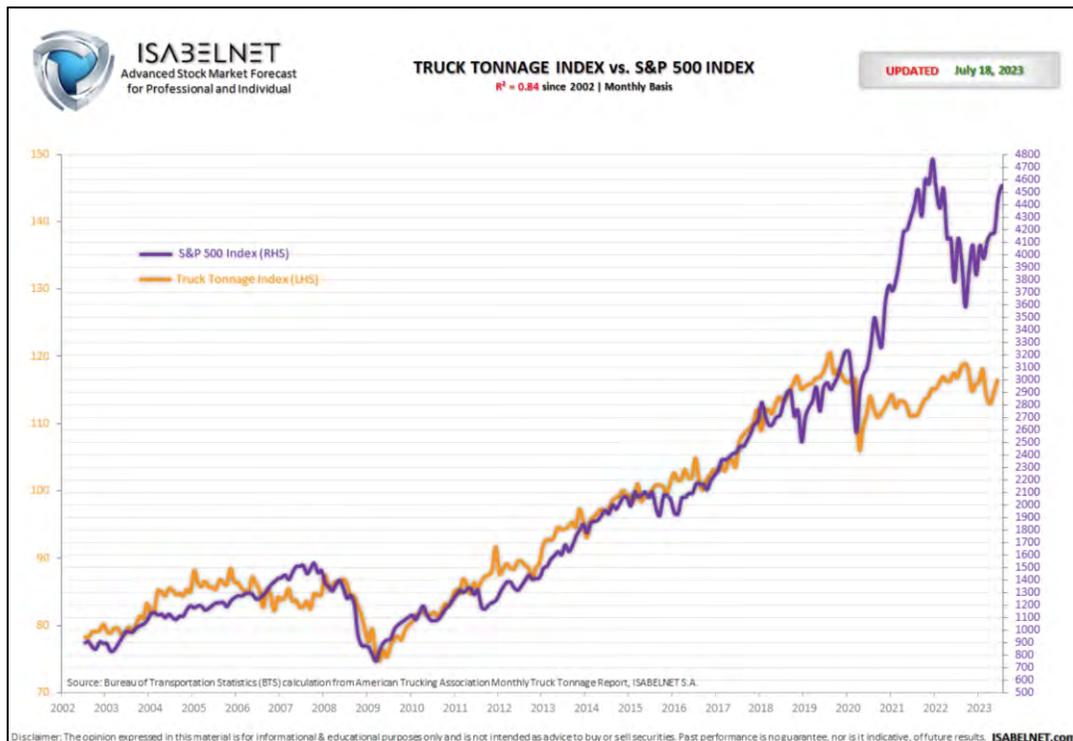
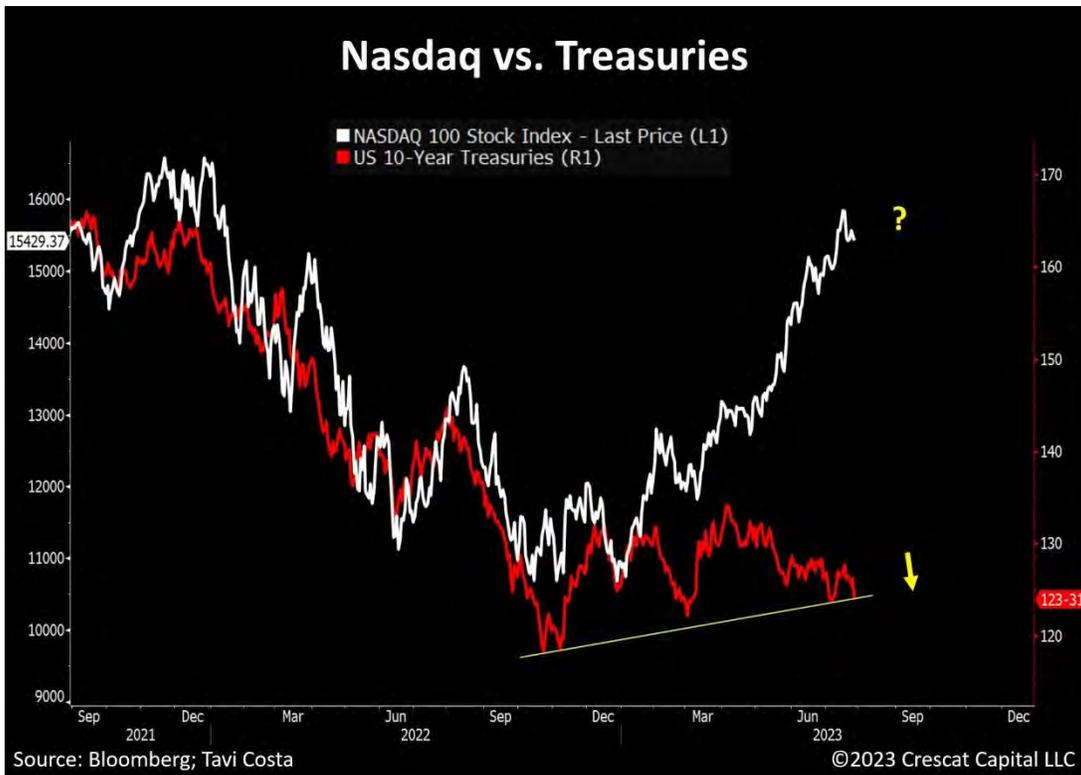
[Listen](#) 2:48

The US Treasury boosted its estimate for federal borrowing for the current quarter as it addresses a deteriorating fiscal deficit and keeps replenishing its cash buffer.

The Treasury Department increased its net borrowing estimate for the July through September quarter to \$1 trillion, well up from the \$733 billion amount it had predicted in [early May](#).

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And here are a couple of “stock market divergence charts”:



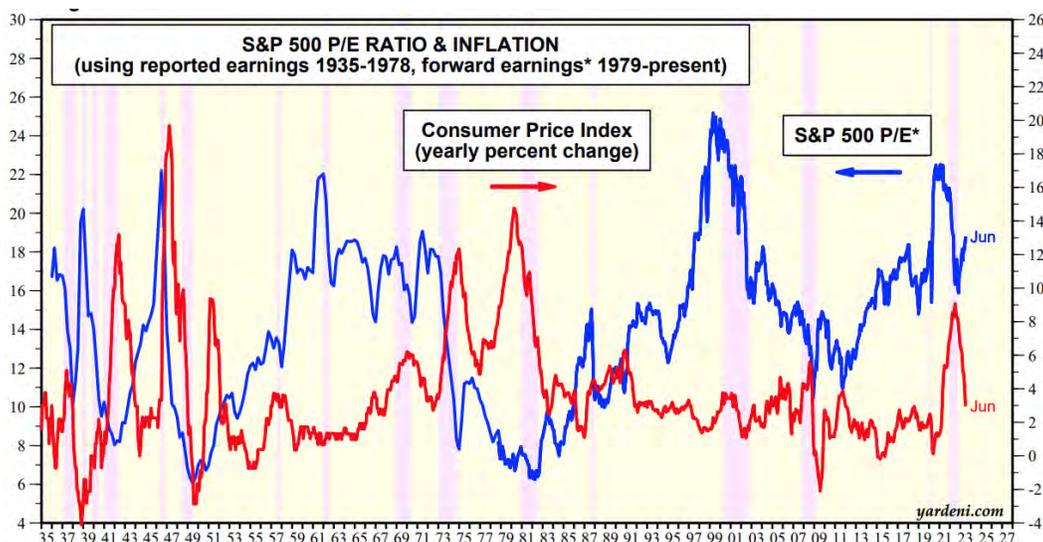
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**We thus continue to be short a large amount of SPY**, as the Fed’s (perhaps final) July interest hike to 5.38% makes current stock market valuations unsustainable, as stocks are still *expensive*. According to [Standard & Poor’s](#) as of July 26<sup>th</sup> (the latest spreadsheet available as of the date of this letter) both TTM and Q2 2023 annualized run-rate operating earnings for the S&P 500 (using combined “actuals” and “estimates” for Q2 2023) are around \$204. A 16x multiple on those earnings (generous for the current environment) would put that index at just 3264 vs. its July close of 4589, while 15x would put it at 3060. And remember, these earnings are *pre-recessionary* (i.e., they may soon get considerably *worse*), and just as in bull markets PE multiples usually overshoot to the upside, in bear markets they often overshoot to the downside. *Thus, a bottom formed at a lower multiple of lower earnings is not unfathomable.*

Meanwhile, although the high current rates of 4.8% core CPI and 4.1% core PCE are slowly trending down, I believe we’re in for a new core “inflation floor” of 3% to 4% as China [stimulates](#) its sluggish post-Covid economy, Biden continues his war on fossil fuels, the U.S. government continues to rack up massive deficits, and [substantial wage increases](#) continue due to fewer available workers combined with “onshoring” jobs previously sent overseas. And even as inflation gradually declines, the Fed does *not* want to reverse rates too soon and repeat the 1970s.

**For some historical perspective on inflation vs. stocks, keep in mind that when the 2000 bubble burst and the Nasdaq was down 83% through its 2002 low and the S&P 500 was down 50%, the rates of CPI inflation were just 3.4% in 2000, 2.8% in 2001 and 1.6% in 2002, and the Fed was *cutting* interest rates. In other words, once the bubble burst and the economy slowed, lower inflation and lower rates did *not* help stock prices.**

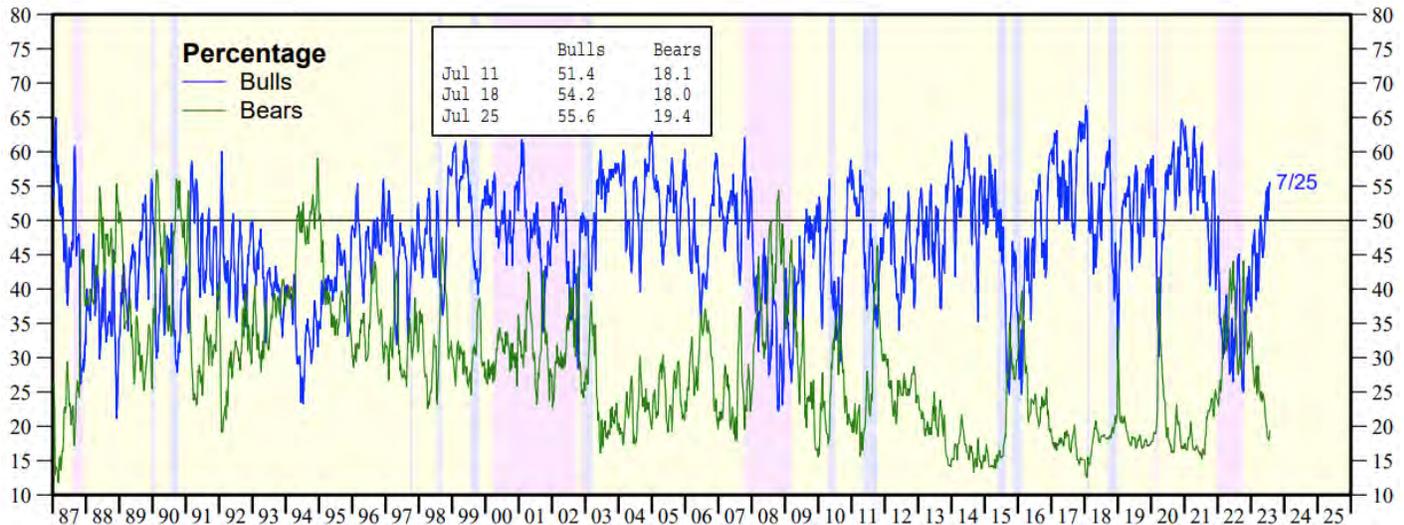
And here’s an interesting chart from [Ed Yardeni](#) showing S&P 500 PE multiples vs. CPI. As you can see, when CPI was at 4% to 5% the S&P 500’s PE ratio was often 12x or lower:



\* Four-quarter trailing sum of reported earnings through 1978, then time-weighted average of analysts’ consensus estimates for S&P 500 operating earnings per share for current year and next year. Monthly from January 1979.  
 Note: Shaded red areas are S&P 500 bear market declines of 20% or more. Yellow areas are bull markets.  
 Source: I/B/E/S data by Refinitiv and Standard & Poor’s.

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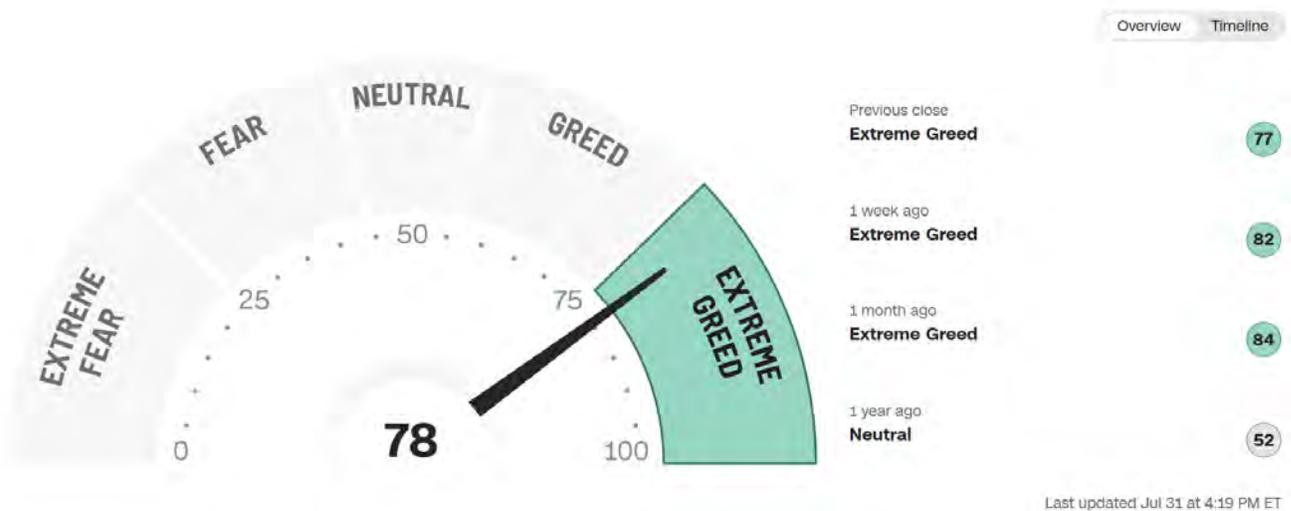
Regarding sentiment, we can see from [Ed Yardeni](#) that in the Investors Intelligence poll the highest the “bear percentage” got so far in the current market was only around 45% (in the most recent poll it was just 19.4%), yet there were *multiple* times during the 1980s, 1990s and 2008 that it climbed *much* higher:



And CNN’s excellent “Fear & Greed Index” is in the “extreme greed” zone:

## Fear & Greed Index

What emotion is driving the market now?  
[Learn more about the index](#)



So if you think that based on *this* bear market’s sentiment we’ve “seen the bottom,” history would beg to differ.

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Here then is some commentary on some of our additional positions; please note that we may add to or reduce them at any time...

**We continue to own Volkswagen AG** (via its VWAPY ADR, which represent “preference shares” that are identical to “ordinary” shares except they lack voting rights and thus sell at a discount). In July VW [reported](#) solid financial results for the first half of 2023 and reiterated its full-year financial guidance (although it modestly cut its vehicle delivery guidance). VW currently sells for only around 3.8x its 2023 earnings estimate and **controls a massive number of terrific brands** including recently IPO'd Porsche, of which it owns 75% at a current market cap (for Porsche) of €101 billion, thus making VW's €76 billion stake *alone* worth considerably more than the *entire* €68 billion market cap of VW; in other words, at current prices you're getting *paid* billions of euros to own all these other brands:



I believe Audi *alone* could be worth €40 billion, while an [IPO of the battery division](#) or [Lamborghini](#) may be next. Additionally, the stock yields around 7% and VW has a full-bore commitment to EVs.

**We continue to own automaker Stellantis (STLA)**, which in July [reported](#) a *fantastic* first half of the year, yet currently sells for only around 3.3x [estimated 2023 earnings](#) (with around €24 billion of net cash!). I believe Jeep alone is worth most of the €35 billion EV of the entire company, which means a buyer gets Dodge, Chrysler, Ram Trucks, Fiat, Citroen, Peugeot, Opel, Alfa Romeo, Vauxhall, Lancia and Maserati “for free.” And Stellantis has a lot of EVs currently on the market (mostly in Europe so far) and many more coming worldwide.

**I thus consider these positions (Stellantis, and VW) to be both “freestanding value stock buys” and “relative-value paired trades” against our Tesla short. One oft heard knock against “the autos” is a belief that their recent earnings have been “peak,” but keep in mind that due to supply chain issues they all**

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sold around 20% fewer cars in 2022 than they otherwise could have, and earnings were impacted accordingly. Thus, I believe 2023 earnings estimates should be considered “midcycle” (with supply perfectly matched to normalized demand) and deserve a PE of around 10x, not the current less than 4x. I thus think these stocks have considerable long-term upside from here.

We continue to own a small position in Fuel Tech Inc. (FTEK), a seller of air and water pollution control technologies, which in May [reported](#) a decent Q1 (it reports Q2 in August), with revenue up an impressive 32% year-over-year, but gross margin dropping from 41.4% to 38.5%, resulting in only a slight improvement in operating loss (from \$1 million down to \$700,000), and while net loss improved from negative \$1 million to negative \$400,000, \$300,000 of that improvement was due to higher interest earnings on the company’s substantial cash balance. Yet at a current price of \$1.27/share with 30.3 million shares outstanding and \$33.9 million in cash and Treasuries (and no debt), this is a 38.5% gross margin business selling for an enterprise value of only around 0.16x \$29 million in estimated 2023 revenue. This is the kind of company that will either ignite growth and its stock will climb higher (its new “[Dissolved Gas Infusion](#)” water treatment technology is a potential medium-term catalyst for that), or it’s cheap enough to make for a good strategic acquisition target, as removing the costs of being an independent public company could make it instantly earnings-accretive while allowing the buyer to acquire a nice chunk of revenue cheaply. In short, I think it’s a good “value stock” in which to park some money and see what happens.

And now, Tesla...

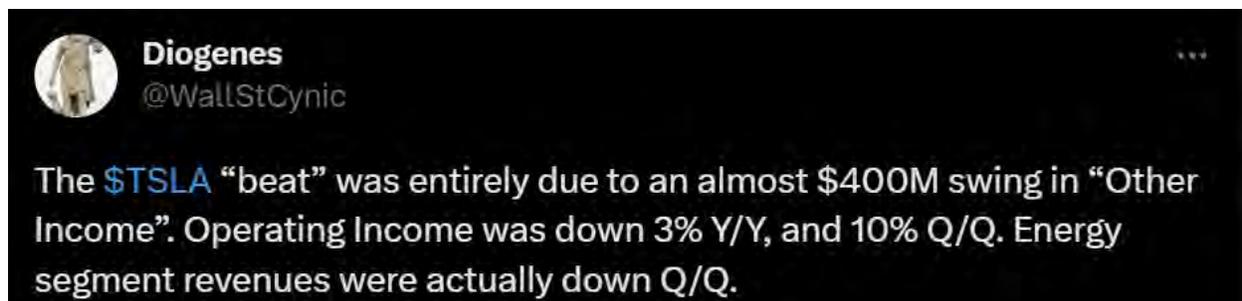
In July Tesla reported Q2 earnings that proved once again it’s now just a low-margin car company forced to continually slash prices to maintain delivery volume, and on the conference call Musk [insinuated](#) that the price-slashing will continue. Rather than discuss the report here with my usual verbiage, I shall instead post a few of my Tweets from the night it was released:



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And one from Jim Chanos:



Yes, please don't lecture me about Tesla's "energy business," which in Q2 accounted for just 6% of revenue (*declining* from 6.5% in Q1) and likely has a net margin in the mid-single digits as it's in an *extremely* competitive, low-margin industry.

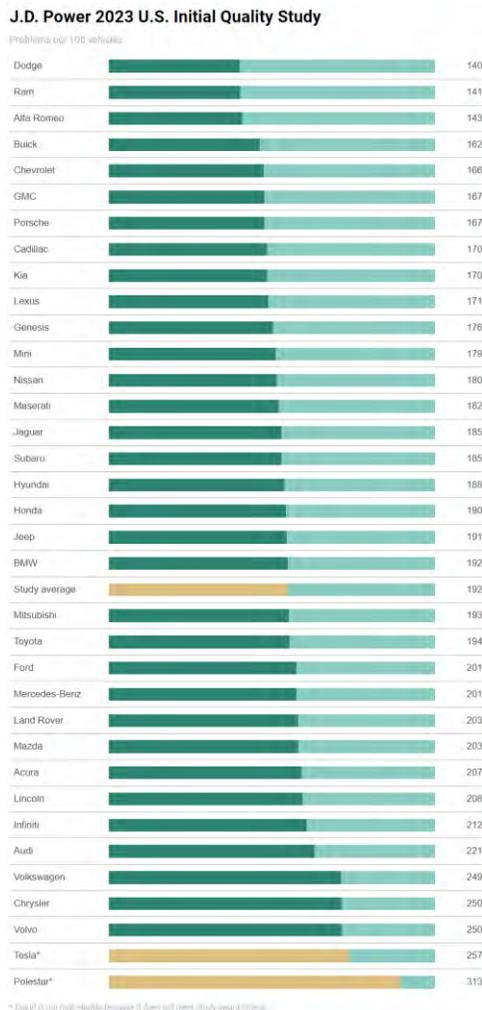
As mentioned at the beginning of this letter, in July Reuters revealed [a massive & systemic Elon Musk-directed Tesla consumer fraud](#) regarding the range of its cars, while in May Handelsblatt did the same for [a massive & systemic Tesla safety cover-up](#) (while people are now dying in or because of Teslas [at an astounding pace](#)). I believe one or both of these egregious deceptions will finally force Musk from

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the company and regulators to crack down *hard*, as well as destroy whatever remains of Tesla’s rapidly diminishing consumer goodwill.

Also, Tesla recently announced that it will open its U.S. charging stations to cars from multiple other manufacturers which, in turn, will adopt Tesla’s connector and charging protocol. (Those competitors are building [their own](#) network, too.) Seeing as *many* people *only* buy a Tesla instead of a competing EV in order to access those chargers, and seeing as all the competing charging networks will also adopt this protocol while paying Tesla *nothing* (Tesla open-sourced it), this will cost Tesla *far* more in lost auto sale profits than the pennies per share it may gain from charging profits. Thus, any increase in Tesla’s stock price that can be attributed to this is as ridiculous as the increase attributed to its “AI” that regularly sends Teslas crashing into other vehicles, people, trees and buildings.

Tesla has objectively *lost* its “product edge,” with many competing cars now offering comparable or better [real-world range](#), better interiors, similar or faster charging speeds and *much* better quality. Tesla ranks near the bottom of both [Consumer Reports’ reliability survey](#) and [the 2023 JD Power survey](#):



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In fact, Tesla is likely now the *second, third or fourth choice* for many EV buyers, and only maintains its volume lead though a short-lived edge in production capacity that will disappear over the next 12 to 36 months as competitors rapidly increase the ability to produce their *superior* EVs. Tesla's [poorly-built Model Y](#) faces competition from the much better made (and often just *better*) electric [Hyundai Ioniq 5](#), [Kia EV6](#), [Ford Mustang Mach E](#), [Cadillac Lyriq](#), [Nissan Ariya](#), [Audi Q4 e-tron](#), [BMW iX3](#), [Mercedes EQB](#), [Chevrolet Blazer EV](#) & [Equinox EV](#), [Volvo XC-40 Recharge](#) and [Polestar 3](#). And Tesla's Model 3 now has terrific direct "sedan competition" from Volvo's [beautiful Polestar 2](#), [BMW's i4](#), [Hyundai's Ioniq 6](#) and [Volkswagen's ID.7](#), as well as *multiple* local competitors in China.

And in the high-end electric car segment worldwide the [Porsche Taycan](#) outsells the Model S, while the [spectacular new BMW i7](#), [Mercedes EQS](#) and [EQE](#), [Audi e-Tron GT](#) and [Lucid Air](#) make the Tesla look like a fast Yugo, while the [extremely well reviewed](#) new [BMW iX](#), [Mercedes EQS SUV](#) and [Audi Q8 eTron](#) (as well as multiple new Chinese models) do the same to the Model X.

And oh, the [joke of a "pickup truck"](#) Tesla first previewed in 2019 (and still hasn't shown in production-ready form) won't be much of "growth engine" either, as by the time it's in meaningful mass-production in 2024 that grotesque-looking kluge will enter a dogfight of a market vs. [Ford's F-150 Lightning](#), [GM's electric Silverado](#), the [Dodge Ram REV](#) and [Rivian's R1T](#).

**Indeed, for years I've said "Tesla is BlackBerry"**—the maker of a first-generation version of a product that—once the market was proven—would be supplanted into niche obscurity by newer, better versions, and now it's finally happening. I believe Musk knows this (hence his recent "Twitter buying distraction"), with VW Group, Hyundai/Kia, Ford, GM, Stellantis, BMW, Mercedes, BYD & other Chinese competitors and, in a few years, Toyota, Nissan & Honda, stealing Tesla's share and pounding its stock price into the low double-digits, where it will be valued as "just another car company."

Meanwhile, the NHTSA has [initiated](#) the first of what will likely be [multiple](#) recalls of Tesla's fraudulently named "Full Self Driving" (even *before* the aforementioned [safety cover-up](#) revealed by Handelsblatt), and in January it was revealed that [Elon Musk personally directed](#) its [fake, fraudulent](#) promotional video (something *extremely similar* to what Theranos did with its blood machines and [Nikola with its truck](#)), and that [the DOJ is investigating him for it](#) and [so is the SEC](#). The refund liability potential for Tesla for this is in the billions of dollars, and possibly even the *tens* of billions if a class action lawsuit proves that the cars involved were purchased solely due to the (fallacious) promise of "full self-driving." And, of course, there will be a massive "valuation reappraisal" for Tesla's stock as the world wakes up to the fact that its so-called "autonomy technology" is deadly, trailing-edge [garbage](#) that [Consumer Reports now ranks just seventh vs. competitors' systems](#) (behind Ford, GM, Mercedes, BMW, Toyota and Volkswagen) and [Guidehouse Insights now rates dead last](#):

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Yet Tesla has sold this [trashy software](#) for over *six years* now...

All Tesla Cars Being Produced Now Have Full Self-Driving Hardware

The Tesla Team • October 19, 2016



...and still [promotes it on its website](#) via the aforementioned [completely fraudulent video!](#) (For all Tesla-related deaths cited in the media—which is likely only a small fraction of those that have occurred—please see [this spreadsheet.](#))

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Another favorite Tesla hype story has been built around so-called “proprietary battery technology.” In fact though, Tesla has *nothing* proprietary there—it doesn’t make them, it *buys* them from [Panasonic](#), [CATL](#) and [LG](#), and [it’s the biggest liar in the industry](#) regarding the real-world range of its cars. And if new-format 4680 cells enter the market, even if Tesla makes some of its own, [other manufacturers will gladly sell them to anyone](#), and BMW has already [announced](#) it will buy them from CATL and EVE.

**So here is Tesla’s competition in cars (note: these links are regularly updated)...**

[Porsche Taycan](#)

[Porsche Macan Electric Coming in 2024](#)

[Volkswagen ID.3](#)

[Volkswagen ID.4 Electric SUV](#)

[Volkswagen ID.6 SUV EV in China](#)

[Volkswagen ID.Buzz Electric Van](#)

[Volkswagen ID.7](#)

[VW’s ID.2all compact EV will cost under €25,000 when it arrives in 2025](#)

[VW’s Cupra Born](#)

[Volkswagen Group Will Spend \\$200 Billion To Boost Its EV Business](#)

[Audi Q8 e-tron electric SUV](#)

[Audi e-tron GT](#)

[Audi Q4 e-tron](#)

[Audi Q6 e-tron electric SUV](#)

[Audi A6 E-tron due in early 2024 with saloon, estate and hot RS6](#)

[Hyundai Ioniq 5](#)

[Hyundai Ioniq 6](#)

[Hyundai Kona Electric](#)

[Genesis GV60](#)

[Genesis GV70](#)

[Kia Niro Electric](#)

[Kia EV6](#)

[Kia EV9](#)

[Kia EV4](#)

[Jaguar’s All-Electric i-Pace](#)

[Mercedes EQS](#)

[Mercedes EQS SUV](#)

[Mercedes EQE](#)

[Mercedes EQE SUV](#)

[Mercedes EQC electric SUV available in Europe & China](#)

[Mercedes EQV Electric Passenger Van](#)

[Mercedes EQB](#)

[Mercedes EQA SUV](#)

[Ford Mustang Mach-E](#)

[Ford F-150 Lightning](#)

[Ford to launch 7 EVs in Europe in big electric push](#)

[Ford unveils Lincoln Star electric SUV concept as it readies to add four new EVs by 2026](#)

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[Chevrolet Blazer EV](#)  
[Chevrolet Equinox EV](#)  
[Chevrolet Bolt](#)  
[Chevrolet Bolt EUV electric crossover](#)  
[Cadillac All-Electric Lyriq](#)  
[Cadillac to start making 3 more EVs in 2024](#)  
[GMC Electric Hummer Pick-Up and SUV](#)  
[GM electric Silverado pickup truck](#)  
[GMC Sierra EV Denali](#)  
[GM Launches BrightDrop to Electrify the Delivery of Goods and Services](#)  
[GM & Honda Will Codevelop Affordable EVs Targeting Most Popular Vehicle Segments](#)  
[Two Jeep EVs to make U.S. debuts in 2024](#)  
[BMW iX2](#)  
[BMW iX3](#)  
[BMW iX](#)  
[BMW i4 sedan](#)  
[BMW i7](#)  
[BMW iX1](#)  
[Nissan Ariya: All-Electric Crossover SUV](#)  
[Nissan LEAF e+](#)  
[Polestar 2 sedan](#)  
[Polestar 3 electric SUV](#)  
[Volvo EX30](#)  
[Volvo XC40 Recharge electric SUV](#)  
[Volvo C40 Recharge electric crossover](#)  
[Volvo EX90 electric SUV](#)  
[Renault Zoe electric](#)  
[Renault to boost low-volume Alpine brand with 3 EVs](#)  
[Renault's Megane E-Tech](#)  
[Dodge Ram 1500 REV](#)  
[Honda, Sony to start premium EV deliveries in 2026](#)  
[Honda pours \\$40 billion into electrification, targets 2 million EV production by 2030](#)  
[Peugeot e-208](#)  
[Peugeot E-2008](#)  
[Peugeot E-308](#)  
[Peugeot's full-electric 3008 and 5008 SUVs will have up to 700 km range](#)  
[Subaru Solterra](#)  
[Citroen e-C3](#)  
[Rivian electric pickup trucks & SUVs](#)  
[Maserati Grecale Folgore](#)  
[Mini Cooper SE Electric](#)  
[Toyota bZ4X](#)  
[Toyota and Lexus Will Launch 10 New EVs By 2026](#)  
[Opel Corsa-e](#)  
[Opel Astra electric](#)  
[Vauxhall Mokka electric](#)

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[Skoda Enyaq iV electric SUV](#)  
[Skoda Enyaq electric coupe](#)  
[BYD presents three BEVs for European market](#)  
[Nio expands into Europe and beyond](#)  
[Lucid Motors: Electric Luxury Cars](#)  
[Fisker Ocean](#)  
[Rolls-Royce Electric Spectre](#)  
[Bentley will start output of first full EV in 2025](#)  
[Aston Martin will build electric vehicles in UK from 2025](#)

#### **And in China...**

[BYD is #1 in Chinese EVs, selling FAR more than Tesla](#)  
[Volkswagen Group Accelerates Electrification Drive to Boost Presence in Chinese Market](#)  
[Audi, SAIC EV Tie-Up a 'Coming of Age' for Chinese Automaking](#)  
[Audi-FAW's \\$3.3 billion electric vehicle venture](#)  
[Nio](#)  
[Xpeng Motors](#)  
[Hozon/Neta](#)  
[Li Auto](#)  
[GAC Aion](#)  
[Leap Motors](#)  
[GM plans to launch over 15 EV models in China by 2025](#)  
[Ford Mustang Mach-E Rolls Off Assembly Line in China](#)  
[Cheaper than Tesla: Honda takes aim at China's middle class](#)  
[BMW i3 Debuts As All-Electric 3 Series Only For China](#)  
[Hongqi](#)  
[Geely](#)  
[Zeekr Premium EVs by Geely](#)  
[Baidu and Geely put nearly \\$400 million more into their electric car venture](#)  
[China-made Mercedes-Benz EQE hits market](#)  
[BAIC](#)  
[Hyundai, BAIC Motor to inject \\$942 mn in China JV for EVs](#)  
[Toyota partners with BYD to build affordable \\$30,000 electric car](#)  
[Lexus RZ 450e Steers For China](#)  
[Dongfeng](#)  
[SAIC](#)  
[Renault launches sales of first EV in China](#)  
[Nissan expects 40% of sales in China to be electrified by 2026](#)  
[Changan forms subsidiary Avatar Technology to develop smart EVs with Huawei, CATL](#)  
[WM Motors/Weimar](#)  
[Chery](#)  
[Seres](#)  
[Enovate](#)  
[Singulato](#)  
[JAC Motors](#)

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[Iconiq Motors](#)  
[Aiways](#)  
[Skyworth Auto](#)  
[Youxia](#)  
[Human Horizons](#)  
[Xiaomi announces plans for four electric vehicle models](#)

**Here's Tesla's competition in autonomous driving; the independents all have deals with major OEMs...**

[Waymo ranked top & Tesla last in Guidehouse leaderboard on automated driving systems](#)  
[Tesla has a self-driving strategy other companies abandoned years ago](#)  
[Waymo operates robotaxis NOW](#)  
[GM's Cruise operates robotaxis NOW](#)  
[Mobileye operates driverless test fleets in Europe and the U.S.](#)  
[Cadillac Super Cruise™ Sets the Standard for Hands-Free Highway Driving](#)  
[Ford's hands-free "Blue Cruise"](#)  
[Mercedes Launches SAE Level 3 Drive Pilot System](#)  
[Honda Legend Sedan with Level 3 Autonomy Now Available in Japan](#)  
[Motional \(Hyundai\) & Uber Announce Autonomous Ride-hail and Delivery Services](#)  
[Stellantis Completes Acquisition of aiMotive to Accelerate Autonomous Driving Journey](#)  
[Amazon's Zoox will test its autonomous vehicles on Seattle's rainy streets](#)  
[Baidu to further deploy 200 driverless vehicles in China in 2023](#)  
[Baidu Apollo City Driving Max](#)  
[Alibaba-backed AutoX unveils first driverless RoboTaxi production line in China](#)  
[Pony.ai approved for public driverless robotaxi service in Beijing](#)  
[SAIC-backed Xiangdao Chuxing kicks off Robotaxi pilot operation in Shenzhen](#)  
[WeRide greenlighted for autonomous road test with empty driver's seat in Beijing](#)  
[GAC-backed Ontime greenlighted for pilot operation of Robotaxi service in Guangzhou](#)  
[Xpeng debuts most advanced semi-autonomous driving system to rival Tesla](#)

**Here's where Tesla's competition will get its battery cells...**

[Panasonic](#) (making deals with *multiple* automakers)  
[LG](#)  
[Samsung](#)  
[SK Innovation](#)  
[Toshiba](#)  
[CATL](#)  
[BYD](#)  
[Northvolt](#)  
[Volkswagen to Build Six Electric-Vehicle Battery Factories in Europe](#)  
[GM's Ultium](#)  
[GM to develop lithium-metal batteries with SolidEnergy Systems](#)  
[SK On and Ford form BlueOval SK, an EV battery joint venture](#)  
[Hyundai teams with SK to make batteries for U.S.-built EVs](#)

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[Hyundai Motor developing solid-state EV batteries](#)  
[BMW & Ford Invest in Solid Power to Secure All Solid-State Batteries for Future Electric Vehicles](#)  
[Stellantis affirms commitment to build battery factory in Italy with Mercedes, TotalEnergies](#)  
[Stellantis and Samsung SDI to Invest Over \\$2.5B in Battery Production Plant in United States](#)  
[Stellantis and LG to Invest Over \\$5 Billion CAD in Joint Venture for Li-Ion Battery Plant in Canada](#)  
[Stellantis and Factorial Energy to Jointly Develop Solid-State Batteries for Electric Vehicles](#)  
[Mercedes-Benz to build 8 battery factories in push to become electric-only automaker](#)  
[Mercedes-Benz and Sila achieve breakthrough with high silicon automotive battery](#)  
[Toyota pledges \\$2.1bn more for U.S. EV battery plant](#)  
[Toyota to roll out solid-state-battery EVs as soon as 2027](#)  
[Nissan preps an old engine plant to make solid-state EV batteries](#)  
[Honda and LG Energy Formally Establish Battery Production Joint Venture](#)  
[Honda, GS Yuasa agree to collaborate in lithium-ion batteries](#)  
[Daimler joins Stellantis as partner in European battery cell venture ACC](#)  
[Renault signs EV battery deals with Envision, Verkor for French plants](#)  
[Nissan to build \\$1.4bn EV battery plant in UK with Chinese partner](#)  
[Nissan Announces Proprietary Solid-State Batteries](#)  
[Foxconn breaks ground on first EV battery plant](#)  
[Envision-AESC](#)  
[ONE](#)  
[EVE](#)  
[Freyr](#)  
[Verkor](#)  
[Farasis](#)  
[Microvast](#)  
[Akasol](#)  
[Cenat](#)  
[Wanxiang](#)  
[Eve Energy](#)  
[Svolt](#)  
[Romeo Power](#)  
[ProLogium](#)  
[Morrow](#)  
[Amprius](#)  
[CALB](#)

**And here's Tesla's competition in storage batteries...**

[Panasonic](#)  
[Samsung](#)  
[LG Energy Solutions](#)  
[CATL](#)  
[BYD](#)  
[AES + Siemens \(Fluence\)](#)  
[GE](#)  
[Hitachi ABB](#)

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[Canadian Solar](#)  
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[Eaton](#)  
[Tevolt](#)  
[Leclanche](#)  
[Lockheed Martin](#)  
[Honeywell](#)  
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[ESS](#)  
[Electrig Power](#)  
[Redflow](#)  
[Primus Power](#)  
[Simpliphi Power](#)  
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[Murata](#)  
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[Adara](#)  
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[Polarium](#)  
[Alfen](#)  
[Quino Energy](#)  
[Gotion](#)  
[ZincFive](#)  
[Dragonfly Energy](#)  
[Salgenx](#)  
[Lunar Energy](#)

Thanks,

