

The GM-Tesla Market Value Gap Will Shrink Significantly By 2025

Jul. 05, 2021 11:50 AM ET | **General Motors Company (GM)** | TSLA |
82 Comments | 12 Likes

Summary

- GM versus Tesla by the numbers shows GM's 2025 potential.
- GM's 1 million+ EV sales by 2025 goal will be a challenge for Tesla to match.
- The Ultium battery modular design could be another long-term advantage.
- The Cruise AV (Autonomous Vehicle) adds to GM's value.
- BrightDrop is a GM product that already has FedEx as a customer.
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Michael VifiStock Editorial via Getty Images

As General Motors ([GM](#)) continues its very aggressive EV push, the disparity between GM and Tesla's ([TSLA](#)) MV (Market Value) becomes more apparent.

While Tesla's current EV market leadership is undeniable, GM's \$35 billion spending commitment to transition to EVs by 2025 indicates the battle is on for EV primacy. Justifying the difference between GM's \$80 billion MV and Tesla's \$400 billion will become more difficult as time moves forward.

I have written about GM vs. Tesla before in August of 2020 "[GM Vs. Tesla: Buy GM If You Have A 5-Year Plan.](#)"

My first summary point in that article was this:

- GM's price can easily double from here but Tesla's maybe not so easy.

Since that article was published on August 30, 2020, GM's stock has gone from \$29.63 to \$58.76, a gain of 98% while Tesla's price has gone from \$498.32 to \$623.31, a gain of 25%. That makes my first Summary point correct but about 4 years earlier than I had anticipated.

Here are 5 reasons why I think GM's gains will continue through at least 2025.

1. GM versus Tesla by the numbers shows GM's 2025 potential.

There are a lot of numbers to look at in this comparison but generally speaking, they show the enormous potential of GM's EV business. Of course, great potential does not always turn into great results but GM's commitment is impressive.

GM vs Tesla 2020			
	GM	TESLA	GM/TSLA
Revenue	108	32	3.4
CAPEX	21	3	7.0
Oper. Cash Flow	17	4	4.3
Unit sales total	6,800,000	500,000	13.6
Unit sales China	2,900,000	150,000	19.3
Note: Tesla OCF excludes \$1.8 billion in regulatory credits			
Source: Author and Seeking Alpha			

We knew that GM has much more revenue than Tesla but the CAPEX number is even more impressive at 7x Tesla's. That huge CAPEX is why GM can commit \$35 billion to EV development over the next 5 years. In fact, GM's CAPEX for the last 5 years totals a prodigious \$125 billion. So the \$35 billion is just for EV enhancement, there is even more for plants and equipment that are already in place.

The OCF (Operational Cash Flow) is another indicator of GM's huge cash generation abilities. While GM's goal is to produce 1 million+ EVs by 2025 it's the other 6 million or so of non-EVs GM sells that will generate the cash flows to fund ongoing EV production. Tesla does not have that same non-EV source of cash flow.

The unit sales are indicative of GM's huge reach in the world's largest market - China. GM's goal is to convert many of those 2.9 million units into EVs by 2025. That will likely dwarf whatever Tesla does in China over that same period.

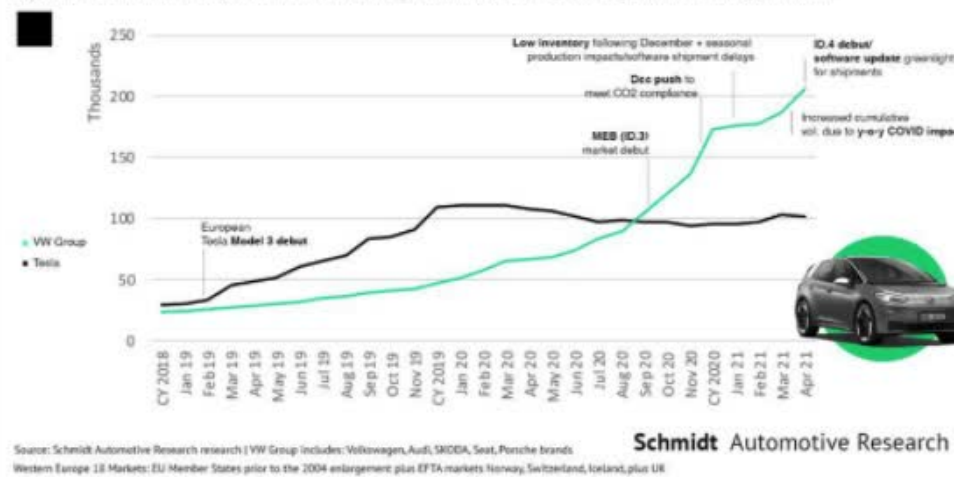
2. GM's 1 million+ EV sales by 2025 goal will be a challenge for Tesla to match.

GM's huge \$35 billion investment in EVs by 2025 will drive the conversion to an all-EV GM by 2040. Since Tesla sold 500,000 Teslas in 2020 that would require about a 15% percent growth rate per year through 2025 to match GM's total.

And although EV sales are growing rapidly, competition is growing even faster with Volkswagen ([OTCPK:VWAGY](#)) now leading in EV sales in Europe, replacing Tesla.

VW Group BEV volumes double Tesla's in Western Europe

Fig. 01/0524: West European 12-month rolling cumulative new passenger car BEV registrations

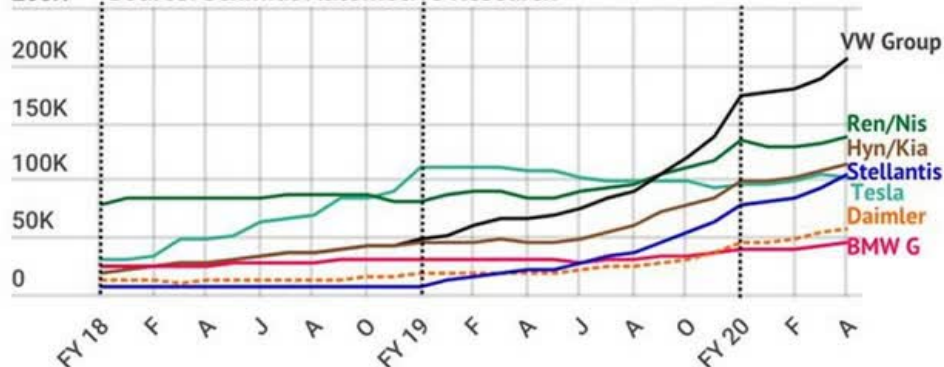


The Volkswagen Group has steamed past former European EV market leader Tesla in 12-month rolling ... [+] SCHMIDT AUTOMOTIVE RESEARCH

Tesla also dropped to 5th place overall European sales.

Fig. 04/15: W-Europe BEV Monthly Registrations 12-Months Rolling Trend

Source: Schmidt Automotive Research



GM has also committed to 30 new EV models by 2025.
How many models will Tesla have by then?

3. The Ultium battery modular design could be another long-term advantage.

GM's idea with the Ultium battery is to make it based on small modules that can be combined to make any kind of battery needed. This means that GM can have battery factories (4 and counting) just generate millions of modules which can then be easily configured to fit any model old or new.



Source: GM

You can see the modules in the picture above in a flat more traditional configuration. But they can also be stacked horizontally or a combination of the two.

The modular approach allows maximum flexibility for powering any EV from a compact SUV to the Hummer.

Per GM engineering manager Kent Helfrich:

So for us, the Ultium platform is the answer to our entire light duty portfolio. So this Ultium platform includes not only the battery cell module and packs but also the drive, the electric motors and the gearing and the means to create the torque and diverter front-wheel drive, rear-wheel drive, e-assist all-wheel drive and performance wheel drive. So by mixing and matching these different components, we're able to create the entire light duty vehicle portfolio. So from a capital intensive perspective, we want to maintain the efficiency of capital. Source: Evercore TMT Conference.

Making everything modular minimizes capital spending and all efforts can be concentrated in making a known and trusted product, Ultium, better and better over time.



Ultium

GM's brand of next-generation EV batteries, drive units and platform.

- **Ultium battery cells:** Are expected to offer a GM-estimated driving range of up to 400 miles² on a full charge with 0 to 60 mph³ acceleration in as low as 3.0 seconds. These cells can be arranged in different combinations of flexible modules and battery packs to provide the energy needed for every segment on the road today and some that don't even exist at present.
- **Ultium packs:** Can be formed from 6, 8, 10 or 12 modules, or up to 24 modules from two double-stacked Ultium battery packs. GM's ability to stack long pouch cells vertically or horizontally in modules is unique in the industry. It allows for a lower cabin floor where it matters most, yielding more interior room than comparable EVs that use cylindrical cells in battery packs with a uniform height.

Source: GM

Of course, Tesla is famous for its battery prowess and this is not to say they won't be more than competitive. But GM's modular concept is another way to lower battery cost via manufacturing efficiencies as well as technology.

4. The Cruise AV (Autonomous Vehicle) adds to GM's value.

GM has expanded its outside interest considerably under CEO Mary Barra.

Perhaps the best-known effort is Cruise, a self-driving transport that has been selected by Dubai to provide up to 4,000 driverless taxis by 2030.



Cruise's electric autonomous Origin vehicles arrive in Dubai in 2023. CRUISE

Source: [Forbes](#)

Although GM owns more than half the equity in Cruise, other big-name companies have joined GM in this AV business including Microsoft (NASDAQ:[MSFT](#)), Honda (NYSE:[HMC](#)), and Walmart (NYSE:[WMT](#)) giving Cruise even more credibility.



\$2.7B RAISED IN 2021 AT A POST-MONEY VALUATION OF MORE THAN \$30B - INCLUDES INVESTMENTS FROM HONDA, MICROSOFT, WALMART, GM AND OTHERS - FURTHER VALIDATES CRUISE'S TECHNOLOGY AND STRATEGY

Source: GM

Note that the valuation of \$30 billion makes GM's share worth over \$15 billion reducing GM's current market value net of Cruise to only \$64 billion.

And guess what's going to power Cruise? The modular, configurable, all-purpose Ultium battery, of course.

5. BrightDrop is a GM product that already has FedEx as a customer.

Although Cruise is perhaps the best-known, GM is also involved in other carbonless ventures.

One of these is BrightDrop, a last-mile delivery van system that includes EV panel trucks and has FedEx as a customer.



Source: GMAuthority

Check this [short video](#) out that shows the van working in the street in front of Willie Nelson's storefront.

Yep, that pesky, modular, easy-to-configure Ultium battery will be powering FedEx too. Seems like Ultium is everywhere, doesn't it?

Conclusion

The investment graveyard is full of people who bet against Elon Musk and I am not suggesting that approach here. Tesla will continue to be successful but price-wise, I think its growth will be considerably more muted than it has in the past.

GM, on the other hand, is just beginning a new journey to a carbonless future. It is being driven by CEO Mary Barra's laser-like focus on that goal.

Here is Mary's vision of the future from the Q4 2020 earnings transcript.

We envision a future where there is an EV offering for everyone. Our future will be inclusive and comprehensive, and it will create new businesses, and in some cases new brands. Source: Seeking Alpha

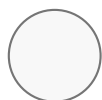
So new businesses and new brands are coming to stodgy old GM. It is this transformation that you should invest in.

GM is a long-term buy.

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This article was written by



Bill Zettler

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Author of [Turnaround Stock Advisory](#)

Focused on value stocks with turnaround potential and low risk/reward ratio

Disclosure: I am/we are long GM. I wrote this article myself, and it expresses my own opinions. I am not receiving compensation for it (other than from Seeking Alpha). I have no business relationship with any company whose stock is mentioned in this article.

12 Likes

82 Comments

Comments (82)

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Mortadella

Yesterday, 7:42 PM



Comments (382) | + Follow

GM has a history of turning out substandard cars (junk used by some).

You are assuming they won't screw up their electric cars also. If they are made as poorly as the ICE cars all bets are off.

↪ Reply Like



Invstock

Yesterday, 8:50 PM



Comments (704) | + Follow

[@Mortadella](#) that's not true. GM has as good of quality as any other make.

↪ Reply Like



Alexander the Great II

Yesterday, 7:06 PM



Comments (1.98K) | + Follow

Didn't see this article on the Tesla feed.

If GM is defining EV as including BEV & Hybrid, then yes, GM will probably have 1 million EV's by 2025. Those EV's will be mostly Hybrid, very little pure BEV. And why you may ask?

GM has been in bed with the oil industry for over 100 years. The savior to Standard Oil was GM and Ford. The electric light made kerosene uneconomic. So when motorized vehicles came about, Henry Ford decided to use gasoline vs. ethanol to power the vehicle. Many reasons he did that, but actually they were first run on kerosene to help the oil industry continue making that product.

en.wikipedia.org/...

So GM is now gonna help its buddies in the Oil industry by producing vehicles that need gasoline to run. Use less gasoline, but still use it. So what is the big picture?

GM is toast in the long run. People will still buy gas powered cars, but the smart folks will use electric or pure BEV. Those gas powered cars will be very cheap to purchase, but expensive to operate. But you can find a sucker anytime.

In the long run, GM will probably BK again, and articles like this one on SA will be a joke. Well written, but the premise.....totally flawed.

Cheers!!!

➡ Reply 👍 Like (1)



chicagotim1

Yesterday, 8:40 PM



Marketplace

Comments (2.16K) | + Follow

@Alexander the Great II You seem to have been long TSLA through thick and thin, so, congrats. But I would not let enthusiasm for TSLA cloud judgement on GM, or any of the other legacy auto OEMs. Not all of the legacy guys will succeed in the years ahead, IMHO; and even GM, which, to my eye, has made a substantive commitment to BEV (not hybrid), may fail, too; nothing is guaranteed but a tough competitive environment. Keep an open mind.

Best of luck.

↩ Reply 👍 Like



Invstock

Yesterday, 8:57 PM



Comments (704) | + Follow

@Alexander the Great II Not really. GM doesn't have any motive based on the oil industry. When the price of gas goes up, GM pivots with more economical vehicles. They did that even in the 70's. Now that predictions of \$10 per gallon gas will be a reality, GM will pivot again.

↩ Reply 👍 Like



Monmouth iRide

Yesterday, 6:00 PM



Comments (12) | + Follow

What's great about this is that America will soon be primarily buying very high quality American cars made in America. I love what GM and Ford are doing, and while many hate Elon Musk and Tesla, GM and Ford would not be doing what they are doing if it wasn't for the market cap that Tesla got. So the end result will be great for this country. Everyone is going to compete like crazy - which is what capitalism is all about.

↩ Reply 👍 Like



@Bill Zettler

Thanks for interesting look at GM vs Tesla. Yes, the valuations will come closer together, but my guess is the narrowing will occur primarily in Tesla's market cap.

The overall vehicle market is quite mature and stagnant. The composition of sales will skew toward EV's fairly rapidly depending upon government incentives and how fast EV's can overcome price and charging rate issues. But the overall market is not increasing fast and sooner or later EV makers will encounter a ceiling.

GM is currently valued in the stock market around 0.8X trailing revenues. That is a low valuation reflecting both the stagnant overall market and GM's uninspiring record within the industry. Tesla, in contrast is valued at around 20X trailing revenues, an extremely rich valuation indicating investors believe Tesla will enjoy super fast growth for years to come.

This article detailed how GM is hurling massive funds -- \$35 billion over five years -- into developing a full range of EV's. This number dwarfs Tesla's announced CAPEX funding of new EV's -- now around \$3 billion or so. GM's huge EV development funding is not alone -- Ford, VW, Stellantis and other major manufacturers are ramping up lines of EV's.

No matter how bullish you are about Tesla's early leader edge, the reality is that the company's sales growth is quite likely to slow materially as the EV market becomes more similar to the overall vehicle market -- crowded, competitive and mature. As investors realize that -- I think it could occur as soon as mid 2022 -- Tesla's very rich 20X price/sales ratio will start to come more into sync with GM's less than 1X price/sales ratio. I doubt Tesla's market cap will come down to GM's 1X price/sales ratio anytime soon, but I could easily see Tesla's price/sales ratio fall to 3X instead of 20X.

➡ Reply 👍 Like (3)



Bill Zettler

07 Jul. 2021, 8:31 AM



Marketplace Contributor

Premium

Comments (1.02K) | + Follow

Author's Reply @Preserve & Prosper

Good analysis, I agree.

Cheers,

Bill

↩ Reply 👍 Like (1)



Honus

06 Jul. 2021, 9:51 AM



Premium

Marketplace

Comments (839) | + Follow

Out today, about Tesla in China:

www.bloomberg.com/...

I find this particular bit most interesting

"According to people familiar with the matter, it's also complained to the government over what it sees as unwarranted attacks on social media, and asked Beijing to use its censorship powers to block some of the posts."

Whatever one might have said about Musk before, I never saw him as pro-censorship, anti-free speech. I guess if the dollar figure is high enough, everyone sells out their principles and dignity eventually.

↩ Reply 👍 Like (2)



BossHoggg

06 Jul. 2021, 4:15 PM



Premium

Comments (774) | + Follow

@Honus It sounds like Tesla is not only calling for censorship of its critics but also buttering up "influencers" on internet sites. I guess these people become hired guns, in effect. I have noticed some on this site who may be in that group. Not to mention a number of analysts, journalists and fund managers who may have been victims of Tesla's charm offensive. *(edited)*

↪ Reply 👍 Like (2)



Michael Rogus

08 Jul. 2021, 12:08 PM



Contributor

Premium

Marketplace

Comments (2.53K) | + Follow

@Honus If you recall anything about the story on Montana Skeptic, you would know this is EXACTLY the type of thing Elon would do.

↪ Reply 👍 Like (2)



Tdot

08 Jul. 2021, 1:33 PM



Comments (25.69K) | + Follow

Not to mention the British cave diver in Thailand, who Musk called a "pedo guy" on Twitter, and when challenged on that slander, actually solicited a private investigator to create evidence that he actually was a pedophile living in Thailand specifically to get with children there and to take an underaged bride. And when that didn't work out, falsely claimed in court testimony that where he came from (South Africa) calling someone a "pedo" just meant you didn't like the person, no offense intended.

That is the musky god Elon that is worshipped by millions.

↪ Reply 👍 Like (1)

[See More Replies](#)



xon

06 Jul. 2021, 9:13 AM



Comments (91) | [+ Follow](#)

The article is a good example how misunderstanding TSLA versus GM led to mis-judgement on investment. Tesla's EV is way beyond a typical car.

[↗ Reply](#) [👍 Like \(5\)](#)



Zucks

06 Jul. 2021, 11:30 AM



Comments (2.08K) | [+ Follow](#)

[@xon](#)

So is Lamborghini but for the average consumer very good at a reasonable price, and maybe a good rating in Consumers Report will be fine. By the way, recently the new Cadillac (to be available later) not only got a higher CR rating than Tesla, it was the only one with a green circle!!

[↗ Reply](#) [👍 Like \(1\)](#)



janedoeseeker

07 Jul. 2021, 4:08 PM



Comments (827) | [+ Follow](#)

[@xon](#) Yeah, some of them even spontaneously combust, destroying the entire vehicle! In others, the air bags become loose after delivery, or the door handles fall off. No other auto company has been able to match this feat. ;-)

[↗ Reply](#) [👍 Like](#)



realbeyerch

Yesterday, 4:31 PM



Premium

Comments (97) | + Follow

@xon This response is a good example how misunderstanding TSLA success in a niche sub-market translates into success in the much larger automotive market which GM (and others) will succeed in.

↩ Reply 👍 Like

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Marcel Joehnke

06 Jul. 2021, 1:43 AM



Comments (275) | + Follow

"GM's 1 million+ EV sales by 2025 goal will be a challenge for Tesla to match."

Hahahahhahahahahahahahahahah

You must be joking right? Tesla will be doing 5 mililion+ EVs in 2025 with Giga Berlin and Austin fully ramped up, plus 1-2 additional sites being built. I think you new to go back and study a little more, because you "research" is clearly flawed.

↩ Reply 👍 Like (8)



TheyCallMeTrinity

06 Jul. 2021, 2:59 PM



Premium

Comments (272) | + Follow

@Marcel Joehnke Exactly! Tesla just sold over 200,000 EVs in Q2 2021 alone, on ramp for 800,000 to ONE MILLION THIS YEAR, not 2025 like GM hopes to hit. Author needs to study this subject more.

And Tesla is making EVs profitably - something like >20% margin per vehicle. I'd guess that GM is not even profitable on EVs with less performance. This will increase even more with Giga Casting ([en.wikipedia.org/...](https://en.wikipedia.org/wiki/Giga_Casting)) machines and 4680 batteries.

Additionally, Tesla has locked up battery manufacturing capacity and mineral resources for the next decade. There will be shortages of minerals and battery manufacturing capacity as EV market shares explodes this decade. Show me where the legacy auto-makers have secured enough battery manufacturing capacity and mineral resources for this decade like Tesla! *(edited)*

↩ Reply 👍 Like (4)



unan2010

05 Jul. 2021, 8:26 PM



Premium

Comments (354) | + Follow

Tesla current market cap is \$680 billion, not \$400 billion. *(edited)*

↩ Reply 👍 Like (1)



Baslim

05 Jul. 2021, 7:26 PM



Comments (2.81K) | + Follow

If Tesla executes on ramping 4680 cells Tesla will likely exceed GMs worldwide sales in the 2024-2026 period. If GM is at 1M BEV vehicles it will have another four years to convert the rest of its fleet. The period from 2025 to 2030 is going to be hell for all large ICE OEMs and I have seen no plan from any of them that makes me confident they can survive a world with \$50/kwh batteries and level 5 autonomous vehicles.

↩ Reply 👍 Like (6)



Actionable Conclusion

05 Jul. 2021, 7:22 PM



Contributor

Comments (13.7K) | + Follow

This summary is a cross tween delusional and hilarious.

"GM's 1 million+ EV sales by 2025 goal will be a challenge for Tesla to match."

You think GM keeps Elon and his engineers up at night? Paleeze.

↩ Reply 👍 Like (7)



Uncle K

05 Jul. 2021, 8:26 PM



Premium

Comments (339) | + Follow

[@Actionable Conclusion](#) I'd lend more credence to your opinion if Elon spent less time focused on space travel and crypto and more time on EV.

↩ Reply 👍 Like



Actionable Conclusion

05 Jul. 2021, 8:57 PM



Contributor

Comments (13.7K) | + Follow

@Uncle K

You think Crypto keeps Elon up at night? Paleeze.

➤ Reply

👍 Like (4)



Uncle K

05 Jul. 2021, 9:32 PM



Premium

Comments (339) | + Follow

@Actionable Conclusion He sure talks about it too much.

➤ Reply

👍 Like (1)

[See More Replies](#)



BULRUN100

05 Jul. 2021, 6:56 PM



Comments (783) | + Follow

😂😂😂 LOL!

➤ Reply

👍 Like (1)



Larry Hall

05 Jul. 2021, 4:40 PM



Contributor

Comments (4.31K) | + Follow

Okay. But the idea that Tesla can produce at least 850K vehicles this year (more likely close to 900), a huge jump over 2020 but will struggle to get to 1 million by 2025 is incomprehensible. I don't believe the Tesla SuperBear arguments on numbers, but TSLA will make well over a million cars in 2022...

➤ Reply

👍 Like (6)



BULRUN100

05 Jul. 2021, 6:57 PM



Comments (783) | + Follow

[@Larry Hall](#) 3-4M cars produced by Tesla in 2025 with Texas Berlin and Shanghi expansion online.

➤ Reply 👍 Like (3)



Larry Hall

06 Jul. 2021, 12:47 AM



Contributor

Comments (4.31K) | + Follow

[@BULRUN100](#) Sounds right to me. There may be additional factories by then as well.

➤ Reply 👍 Like (2)



Tadpoles_UK

05 Jul. 2021, 4:33 PM



Comments (921) | + Follow

One of Tesla's problems has been its low per unit profit margin. The large automakers entering the EV market will aggravate that, especially for the Model 3 (85% of Tesla's business.)

Unless they can cut their costs, TSLA will have trouble competing in the lower-end EV market. And it's the lower end where the big sales volumes will be.

The valuations between TSLA and GM will get closer together, but most of the change will be Tesla moving downward.

Simply dominating the \$120,000+ segment of the market won't maintain the current gaudy market cap.

➤ Reply 👍 Like (3)



BULRUN100

05 Jul. 2021, 6:58 PM



Comments (783) | + Follow

[@Tadpoles_UK](#) LOL low profit margin!!!!

➤ Reply 👍 Like (5)



Actionable Conclusion

05 Jul. 2021, 7:28 PM



Contributor

Comments (13.7K) | + Follow

[@Tadpoles_UK](#)

According to SA, Tesla has fatter profit margin than all the other OEMs. Look it up.... compare.

Name a major in auto with higher gross profit margin on their cars?

➤ Reply 👍 Like (5)



Tadpoles_UK

05 Jul. 2021, 9:08 PM



Comments (921) | + Follow

[@Actionable Conclusion](#) [@BULRUN100](#) For 2020, Tesla reported a profit of about \$700 million on \$32 billion in revenues. That's a margin of about 2.2%.

Now drop the selling price of the typical Model 3 by \$3-5000 to compete on the lower end with more experienced manufacturers.

Even assuming that they keep the existing margins on the two expensive-but-lightly-sold models, what kind of profit will the overall company make?

To me, this isn't about comparing profitability among vehicle manufacturers because I'm not invested in any of them. It's all about watching Tesla try to maintain a \$650 billion valuation in a competitive environment (which they haven't really experienced up to now.)

I'm not criticizing their cars, just their business model.

(edited)

➤ Reply 👍 Like (1)

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vooch

05 Jul. 2021, 4:27 PM



Comments (11.78K) | + Follow

Tezla is a con. Analyzing as a business is a fool's errand.

➤ Reply 👍 Like (4)



Virtual Viking

05 Jul. 2021, 3:50 PM



Comments (73) | + Follow

The prediction that Tesla will have difficulty reaching 1 million EVs by 2025 has an order of 50% or so of being smashed THIS YEAR, and barring that 99% next year. This level of blatant ignorance leads be to dismiss the rest of this piece outright.

➤ Reply 👍 Like (8)



Stomp!

05 Jul. 2021, 2:59 PM



Comments (691) | + Follow

Tesla is extremely hyped, take the hype down 25% - 40% and see what happens, the price will drop severely.

GM on the other hand is not really hyped, it's pretty much at normal level's, and it's price solid in the mid to high 50'\$', and should be going up nicely with the increase of semiconductors availability.

Ford is pretty much the same, on a personal note im playing both GM and Ford with covered call's, i simply splitted the amount of capital i had to invest in this industry 50% on GM and 50% on Ford.

I will of course always keep bracket orders in place for protection on both the upside and down.

➤ Reply 👍 Like (2)



Mellowphant

06 Jul. 2021, 5:30 AM



Premium

Comments (11) | + Follow

I've only ever thought about shorting three companies (for different reasons), Nikola last year and Ford & GM over the next few years. Massive losses coming to a lot of traditional investors coming in the next few years, because "[they've] seen it all before". So had the horse and buggy salesmen.

➤ Reply 👍 Like (2)



sdb360

06 Jul. 2021, 9:33 AM



Premium

Marketplace

Comments (6) | + Follow

@Mellowphant : Agreed. The only variable is the timing. I have open orders to buy GM, F 2023 40 puts. I love these articles, as it confirms that most analysts/investors still don't understand the TSLA long game. (Think: What did Elon do at Paypal?) GM investing \$35B in EVs? Won't make a dent. Compare GM's and TSLA's ROIC.

➤ Reply 👍 Like



JpHoldings

05 Jul. 2021, 1:50 PM



Comments (18) | + Follow

gm is clearly a better investment over tesla at these valuations. Tesla has so much priced into their stock that it would take decades upon decades for the valuation to become reasonable. Tesla has a great product but buying their stock here is going to be dead money for at least a decade or two unless they can make drastic improvements on gaining revenue rapidly from their other segments which they really have not done to justify a 500+ billion market cap.

➤ Reply 👍 Like (5)



BULRUN100

05 Jul. 2021, 6:58 PM



Comments (783) | + Follow

[@JpHoldings](#) LOL

➤ Reply 👍 Like (1)



my_symphony2003

05 Jul. 2021, 1:06 PM



Comments (1.42K) | + Follow

I'm not sure if dinosaurs like GM and Ford can live to 2025, lol

➤ Reply 👍 Like (8)



JpHoldings

05 Jul. 2021, 1:21 PM



Comments (18) | + Follow

[@my_symphony2003](#) yea? and why is that?

➤ Reply 👍 Like (3)



Mellowphant

06 Jul. 2021, 5:34 AM



Premium

Comments (11) | + Follow

[@JpHoldings](#) Because no one will want their cars with cheap interiors, 6 different computers running them, and that can't be diagnosed without nine guys and a giraffe. The products won't be competitive; remember flip phones?

➤ Reply 👍 Like (3)



Saas Sniper

07 Jul. 2021, 10:03 AM



Premium

Comments (377) | + Follow

[@Mellowphant](#) I don't think you've ever ridden in a Cadillac... Say what you want about Chevy but Cadillac has been killing it in the luxury segment.

There's a price point for everyone and for the most part, Tesla only suits the luxury buyer. This is a major differentiation between the two brands. *(edited)*

↩ Reply 👍 Like

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Rex Rode

05 Jul. 2021, 12:59 PM



Comments (699) | + Follow

What I've been saying for a year.....Also, the market is missing the importance of the new BrightDrop division. This will be brand new revenue for GM. Not replacing ICE revenue with EV revenue.

↩ Reply 👍 Like (1)



blaumeise

05 Jul. 2021, 12:53 PM



Premium

Comments (761) | + Follow

In my view Ford is the better option. GM needed state money to survive that shows that their strategy is not long term successful. Ford survived without subsidies and has the knowledge to survive long term.

I see the EV hype as overkill for the environment and also for the producers.

Does it make sense to drive in 3 tons instead of 2 ?

Is it environmentally friendly to drive subsidized with coal electricity?

When this energy arrives in an EV already 70% of energy is wasted.

And who will pay for the road infrastructure if there is no tax on gasoline?

What about the waste when millions of lithium batteries cannot be recycled?

↪ Reply 👍 Like (2)



unan2010

05 Jul. 2021, 8:29 PM



Premium

Comments (354) | + Follow

@blaumeise Ford only survived because they raised a \$10 billion prior to the crisis - just luck and chance. Nice strategy.

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sdb360

06 Jul. 2021, 9:36 AM



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@blaumeise ; Agree with your F vs GM comparison. Why pick 98th over 99th place, when you could just bet on the winning horse?

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Tdot

07 Jul. 2021, 8:32 AM



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Really sdb? Sometimes you can win more by betting on "place" and "show". Bet much?

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