

# SEVENS REPORT *alpha*

September 21, 2017

## In Today's Issue

- Primer: How Self-Driving Cars and Electric Vehicles Will Change the Auto Industry (and create big investment opportunities).
- Growth in Self-Driving Car Technology: SNSR & ROBO (Two ETFs with exposure to Self-Driving Cars), AMBA & QCOM (Two stocks with exposure to self-driving cars).
- Proliferation of Electric Vehicles: LIT—An ETF to profit from the rise of electric cars, ALB—A stock exposed to the global lithium industry.

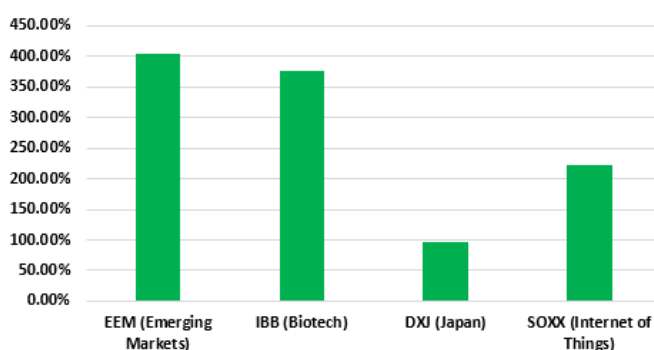
## The New Mega-Trend: Opportunities in the Changing Automobile Industry

Discovering and getting exposure to a major trend in the economy (or in markets) is one of the best ways to outperform over the medium and long term, for one simple reason: As long as you are on the right side of the trend, it will bail you out of a lot of smaller, bad investment decisions.

That's what I learned from an old pro when I was on the floor of the NYSE for Merrill back in the early 2000s, and I've seen ample evidence throughout my career to show me he was right.

Now, I'm not talking about trends on a chart—I'm talking about transformational economic and business trends... industry **"megatrends"** as they are often referred to by the financial media.

Recent Mega-Trend Performance



We've seen several of these megatrends over the past two decades:

1. The Rise of Emerging Markets (remember the BRICs?) in the early 2000s. EEM (Emerging Market ETF) rose over 400% from mid-'03 to late-'07).
2. Biotech in the mid-'11s. IBB (Biotech ETF) rose nearly 380% from mid-'11 to mid-'15.
3. Long Japan (one of my first big calls when I started the *Sevens Report*) from late-'12 to '15. DXJ rose 96% over that time period.
4. More recently, the "Internet of Things," a trend that has produced massive gains in tech and semiconductors. SOXX (the Semiconductor ETF) has gained 230% from mid-'11 to now (it just hit a new all-time high earlier this week).

Today, we want to cover what we believe will be a new megatrend in the economy, one driven by fundamental changes to the automobile industry.

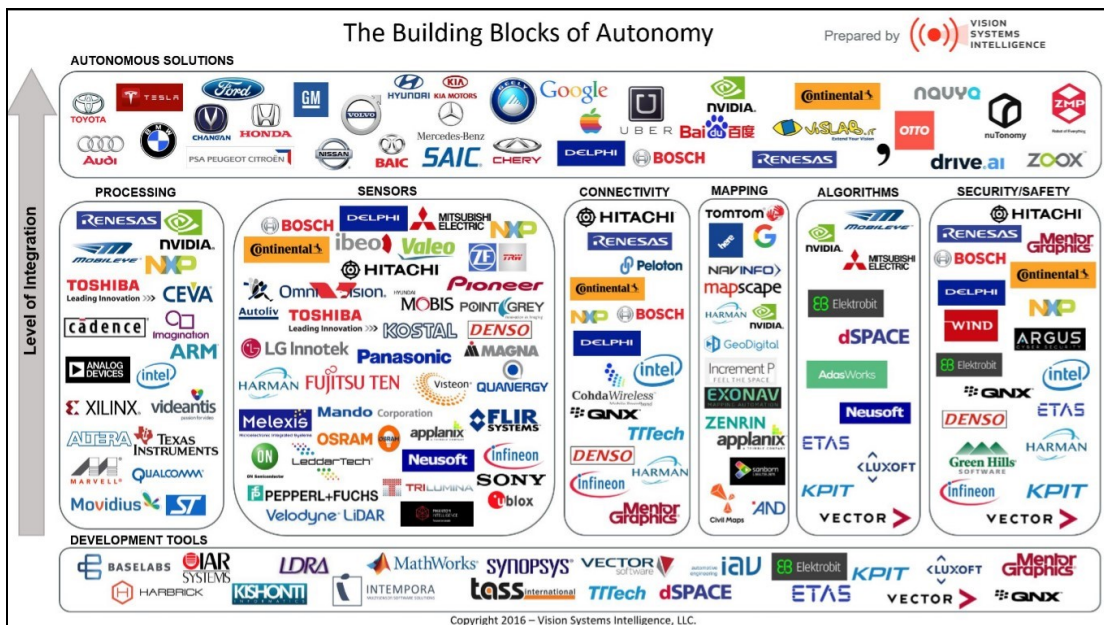
But before I get into specifics about these opportunities, in a broad sense I love thematic or "trend" investments/strategies for three reasons:

First, it can lead to massive long-term outperformance (as shown above).

Second, it requires very little trading—the key is to get the trend "right" and be patient.

Third, these investment themes are stories, and clients and prospects love hearing compelling stories with big opportunities.

So, today, we want to cover a potential new megatrend occurring across the automobile industry, and cover the ETFs and stocks that will give us good exposure to this multi-year, game-changing trend.



*The number of companies pursuing the technology behind driverless cars is simply staggering. The technology, and the changes it will bring to the auto industry, are coming sooner than we think.*

two ETFs and two stocks that we think give great exposure to the rise of self-driving cars.

We're also revealing one ETF and one stock (not TSLA) that are exposed to the driving force be-

hind electric cars (hint: the batteries).

Before we get to these picks, we want to provide a brief primer on the changes looming in the auto industry.

### Anatomy of Change—What's Happening in Today's Auto Industry.

The sheer size of the auto industry today is what makes these two innovations megatrends.

#### 1) Probably won't use gas, and

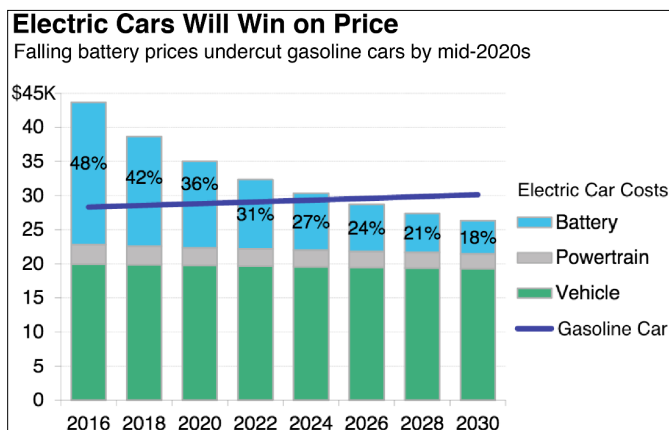
#### 2) Might drive itself.

The fact that he was so confident these changes weren't decades away quasi-shocked me.

Yes, I know about Tesla and Google's self-driving car, but I didn't think this type of widespread change was so close—but again, he was very confident that it was.

If he's right (and the research backs it up), then we're looking at a pretty big change from the world today. And, we think that the changes looming for the car industry represent the next big megatrend for investors.

So, we're going to dive into this megatrend and identify



Consider that while the technology sector dominates the attention of investors and the financial media, it's important to realize that the auto industry is still a major part of the US economy.

- The auto industry (dealers, parts, service, etc.)

accounts for over 3% of US GDP (that's a lot for one industry).

- Automobile and parts employs more people than any other manufacturing sector in the United States.
- Automobile manufacturing drives \$953 billion dollars into the economy each year—that's almost \$1

trillion!

- Auto sales hit the highest level in a decade this year, surpassing 17MM annual sales, up nearly 100% from the lows of the Great Recession.

So, any foundational changes to this industry will have wide-reaching implications on the economy—and create potentially historic investment opportunities.

It is not an exaggeration to say that the changes coming to the automobile industry in the not-too-distant future could radically alter daily American life, the same way the Internet did in the 90s and early 2000s, and the same way the “Internet of Things” has done over the last 10 years.

Imagine a day when you *won't*: 1) Pay for gas, 2) Take your car to the shop, 3) Sit in traffic jams, or 4) Worry as much about car accidents (approximately 1.3 million people die in auto accidents each year—90% of these deaths are due to human error).

These changes may sound far-fetched, but that day, whether it's years—or decades from now—is coming.

Getting more specific, there are two major forces at work that will disrupt the way we travel by car:

- **Autonomous driving technology** (often referred to as self-driving cars) and
- **Electric vehicles.**

Those are the two trends we are focusing on in this issue.

### **Trend #1: Autonomous Driving Technology**

I've often found myself wondering, as I read about Google's car driving around Silicon Valley, “How is this possible?”

The answer: Semiconductors.

Advancements in semiconductors called **GPUs (graphics processing units)**, **special radar and artificial intelligence** have enabled autonomous driving technology.

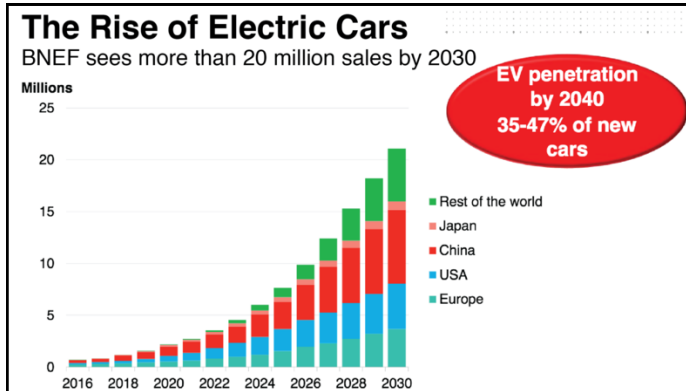
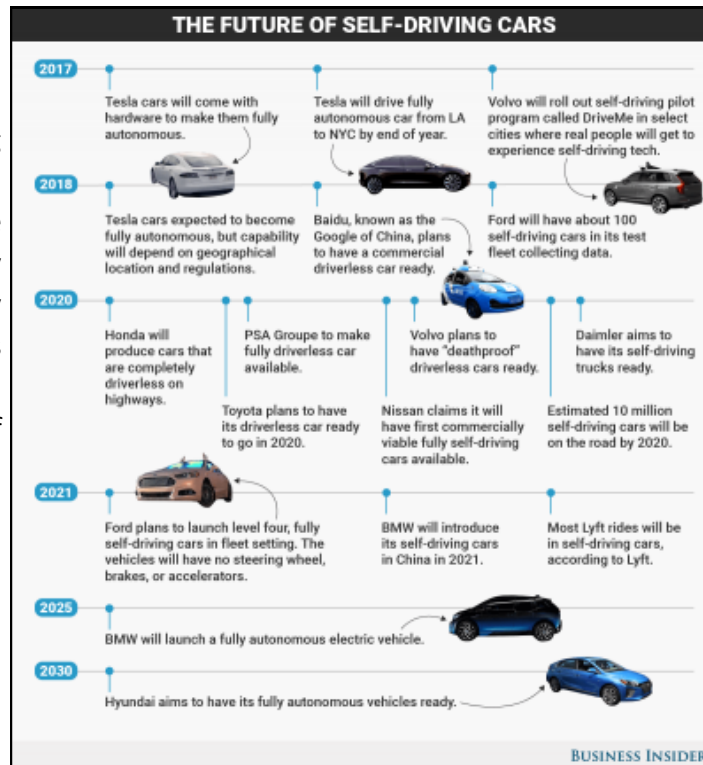
And, while some analysts doubt this type of technology will arrive any time soon, they are missing the simple fact that it's already here—and growing.

In Silicon Valley, self driving vehicles are on the road daily. Yes, with an empty front seat.

Since 2009, Google's self-driving car has driven more than 3 million miles.

Currently, the Google's self-driving cars are driving more than 25k autonomous miles each week—yes, that's 25,000 miles... per week!

And, it's not just in Silicon Valley.



Google has just started a early rider program where regular people like you and me can use self-driving cars throughout the city of Phoenix.

Point being, self-driving cars are already here, and while they aren't available for the

masses yet, I wouldn't be surprised if they're available—in large capacity—before most think.

As further evidence of the arrival of self-driving cars,

Washington has taken notice as the House of Representatives just passed the Self-Drive Act, a bill intended to ease self-driving cars onto U.S. roads.

And, it's not just personal transportation that's changing. Shared autonomous vehicles (SAVs) will hit the market, too. Think Uber, without a driver. Companies will keep fleets of autonomous vehicles on demand to transport commuters from point to point.

Dozens of companies are working on autonomous driving capabilities. Naturally, I'm more interested in this trend from an investment angle. And by taking a stake now, we'll be ahead of the herd.

### **Trend #2: Electric Vehicles**

The other thematic play on the evolution of the car industry is the electric vehicle.

As you know, electric vehicles (EVs) don't have an internal combustion engine. Instead of gasoline, they run on electricity.

Last year, more than 750,000 electric vehicles were sold globally (up almost 40% from sales in 2015). And although over 2 million electric vehicles are on the road today, they make up less than 1% of the global car market.

Looking at just the US market, experts forecast huge growth will continue.

- Pike Research expects EVs will account for 7% of the market by 2020 and 35% by 2035. So, if national auto sales just stay flat, that means 100% sales growth (to 1.2 million EVs sold) in three years, and 700% sales growth over the next 18 years.
- Sanford C. Bernstein projects all new cars made in 2035 will be electric (this is shocking if you think about it).
- Morgan Stanley predicts a billion battery-powered vehicles will be on the road by 2050, reaching parity with vehicles powered by the internal combustion engine.

Several factors are setting the stage for electric cars to render gas-powered cars dinosaurs down the road:

- Battery costs are coming down,
- Electric Vehicles are cleaner and more environmentally friendly,
- A technological convergence in the automotive market (autonomous driving, ride sharing, connectivity and electric power) and consumer demand (McKinsey reports between 30-45% of buyers in the U.S. and German are considering electric vehicles purchases and China's consumer demand has tripled in the last five years).

Bottom line, this is a trend that simply isn't going away.

But, while most investors simply buy Tesla (TSLA) as their electric vehicle exposure, we've gone a layer deeper (in part because I can't bring myself to buy Tesla at these levels) and done a deep dive into the materials and technology behind electric vehicles, and that's where our recommendations are focused.

### **Autonomous Driving ETFs: SNSR (Global X Internet of Things ETF) & ROBO (Global Robotics & Automation Index ETF)**

There's no exact fit in ETF land for autonomous driving and the "Self-Driving Car ETF" hasn't launched... yet.



#### **SNSR Facts**

Inception Date:	9/12/16
Assets:	\$56M
Avg Daily Vol:	30K
Expense Ratio:	0.68%
YTD Return:	21.91%



But, there are a few ETFs that provide exposure to this undeniable trend, and the technologies embedded within it.

First, there's the **Global X Internet of Things ETF (SNSR)**.

SNSR seeks to track the Indxx Global Internet of Things Thematic Index. Companies in this index stand to benefit from the broader adoption of the Internet of Things (IoT).

This includes the development and manufacturing of semiconductors and sensors, integrated products and solutions, and applications serving smart grids, smart homes, **connected cars** and the industrial internet.

The IoT refers to the ecosystem of devices or objects that are wirelessly connected to the internet, enabling them to collect and receive data, to update their software automatically and to be controlled remotely.

The reach of IoT is massive and wide-ranging.

Gartner projects over 50% of major new business processes and systems will utilize some element of IoT by 2020.

Estimates say there were 22.9 billion of internet connected devices in 2016. And that number is expected to more than double by 2020 to 50.1 billion. Looking out further, McKinsey reports the potential impact of IoT is in the range of \$3.9-\$11.1 trillion in 2025.

And, I believe them, because in the last year alone, in my house, the thermostat, lights, smoke alarms and alarm system all have been upgraded and connected to the internet—making them part of the internet of things (IoT).

But, turning specifically to cars, according to *Forbes*, by 2020, 250 million vehicles are expected to be connected to the internet.

***So, the question is, what companies are really exposed to self-driving cars?***

It's the companies that build sensors, chips and cameras that are being attached to vehicles and robots to give them "robotic vision." (The stuff that permits a robot the ability to move in an unstructured environment—i.e., in



### **ROBO Facts**

Inception Date:	10/22/13
Assets:	\$1.3B
Avg Daily Vol:	225K
Expense Ratio:	0.95%
YTD Return:	33.40%

a vehicle around roads and freeways). So, the sensors are the most-important component.

The interesting thing about SNSR is 29 out of its 45 companies—or 64% of its holdings—have exposure to autonomous vehicles.

Some of the SNSR's companies that are involved in self-driving cars are **STMicroelectronics, Mobileye and Garmin (all in SNSR's top 10)**.

Unfortunately, SNSR is not the most-liquid ETF and it's not the most popular, either. If lower assets, volume and longevity present issues with SNSR, there's another option.

The **ROBO Global Robotics & Automation Index ETF (ROBO)** has over \$1 billion in assets, a daily average volume of 225,000 shares and it's been up and running for almost three years (its index was created four years ago). It also gives investors exposure to autonomous driving.

Again, just like SNSR, an investor in ROBO gets exposure to self-driving cars. But, it gets much more than that. ROBO provides diversified exposure to global companies engaged in the business of robotics-related or automation-related industries.

The index has 83 constituents.

40 “technology” companies with products and services that enable robots to “think, sense and act.”

And 43 “application-based” companies that deploy robotic and automation technology into a product, service or manufacturing process to increase efficiency and productivity.

Additionally, from an asset-allocation standpoint, ROBO is a true diversifier.

The ETF’s index—the ROBO Global U.S. Index—has just 2% overlap with both the S&P 500 Index and the MSCI World Index.

Point being, its likely most clients do not have this type of exposure in their portfolios.

As one robotics expert told me:

*“The problem is most investors aren’t positioned for the growth curve in robotics. We’re in a situation right now where robotics and automation are going to be as ubiquitous as computers. Robotics is a foundational technology being applied to every industry. Basically, we’re in the first or inning of a baseball game where the team is still in the locker room putting on their cleats. Performance has picked up, but there should be years of this outperformance ahead.”*

ROBO has exposure to autonomous driving technology through holdings such as **Teledyne Technologies, Hexagon, Microchip Technology, Nvidia, Ambarella, Denso, to name just a few.**

**Note:** If your platform restricts you from using ROBO, the **Global X Robotics & Artificial Intelligence ETF (BOTZ)** is a suitable alternative.

## Autonomous Driving Individual Stock Picks (AMBA, QCOM)

Next, let’s summarize a few individual stocks that should benefit from the autonomous driving theme.

Importantly, we’re not focused on car makers here. Instead, we want to go a step deeper because we believe the greatest profit potential lies in the companies making the “robot brains” of self-driving vehicles.



### AMBA Facts

Mkt Cap	\$1.6B
Avg Daily Vol:	1.6M
52 Week Range:	\$40.06 - \$74.95
Forward P/E	24.5
Div Yield:	NA
YTD Return:	-14.50%

**Ambarella (AMBA).** Ambarella is a leading computer vision player. The company has strong positions in the drone and security markets. And, it’s in the market for autonomous vehicle applications with system-on-a-chip (SoC).

AMBA’s price has been tethered to GPOR (it powers the video-compression technology used in GoPro devices) over the years. Sure, GoPro is a significant client, but the revenue dependence isn’t as big as most investors think. GoPro used to account for roughly one-third of Ambarella’s revenues. Analysts expect it to be 5-10% going forward.



### QCOM Facts

Mkt Cap	\$76.7B
Avg Daily Vol:	9M
52 Week Range:	\$48.92 - \$71.62
Forward P/E	12.7
Div Yield:	4.4%
YTD Return:	-18.20%

Ambarella also possesses a pristine balance sheet. The company has no debt and \$400 million in cash (with a market cap of \$1.6 billion, it has a whopping 25% of its market cap in cash). Management will likely use this cash hoard for R&D and to continue

repurchasing its stock. (It’s bought back \$39 million of its stock over the last 12 months.)

The reason to own AMBA is the automotive camera (camera in cars) should emerge as their largest and most stable market. It's also a potential takeover candidate. General Motors paid over \$1 billion for Cruise Automation and Intel bought Mobileye for more than \$15 billion. Consolidation in this industry should continue. And as Ambarella builds out its autonomous driving technology, bigger companies who are starved for growth may come calling.

Trading Color: AMBA shares got hit hard at the beginning of the month, after the company reports better-than-expected earnings (\$0.48/share vs. (E) \$0.44/share) but also lowered the range of expected revenue (-3% to -7% from the previous 3% to -3%). The cut is based on lower chip demand from a drop in AMBA powered drones (apparently the DJI Spark drone has become very popular and it doesn't use a AMBA chip).

But, Morgan Stanley reiterated an overweight on the stock and a \$60 price target (currently \$46) based on similar logic in this piece—specifically that drones aren't the future of AMBA, camera technology is. We agree, and view the decline as a buying opportunity.

**Qualcomm (QCOM).** Qualcomm is the steward of the digital communication technology called CDMA (Code Division Multiple Access). The company's treasure trove of patents (a monopoly in 3G and a sizable portion of 4G) allows the firm to charge device makers royalties.

The company is in the process of trying to acquire NXP Semiconductors (a leading semiconductor supplier to the automotive space).

If this acquisition goes through, Qualcomm would be well-positioned to benefit from the proliferation of advanced driver assistant systems and the incremental steps toward fully autonomous vehicles.

Specifically, automotive and IoT revenue could triple from where it is now.

Irrespective of this merger, Qualcomm is has a major invested interest in robotics and drones. Its advancements in machine learning (allowing devices to anticipate needs) and computer vision (enabling machines to see their surroundings in 3D) are sure to play an increas-

ing role in the development of self-driving cars.

From a valuation perspective, QCOM is cheap. It has a forward P/E ratio of 12.7 compared to the S&P 500's 17.8. Plus, an investor gets paid to wait. QCOM's rich 4.4% dividend yield is more than double the S&P 500's 1.9%.

And then of course, there are more well-known, self-driving-related stocks like **NVIDIA (NVDA)**, **Tesla (TSLA)** and **Alphabet (GOOGL)**, the parent company of Waymo (which is what Google named its self-driving car division).

#### Bottom Line

While there isn't a pure play on self-driving cars, the bottom line is that these ETFs and single stocks offer exposure to the industry, along with ancillary exposure in other positive tech trends: Internet of Things, robotics, camera technology, and artificial intelligence—and they offer significant growth potential that can't be found across most other sectors of the market.

### Electric Car ETF: LIT (Global X Lithium & Battery Tech ETF)

Tesla is the obvious play on electric cars. Elon Musk has pioneered the electric car market. And while he's undoubtedly a genius, Tesla is more of a "cult" stock that Musk junkies may never sell.

The truth is Tesla is losing money on each car it sells (negative accounting earnings). It has a load of debt (its total debt/cap ratio of 55% is well above the average auto manufacturer and the debt to equity ratio is 1.6), and its valuation is sky-high (its Price to Sales ratio of 6.3 is 3X higher than the S&P 500's 2.1).

I'm a value investors at heart, so there's just no way I can stand here and recommend TSLA—regardless of the growth potential and cult investor appeal.

So if not Tesla, what's the best way to invest?

Look to the batteries that power the electric cars. Battery technology has been the unsung catalyst behind the electric car revolution, specifically lithium-ion batteries.

While it doesn't have the allure of metals like gold, copper or aluminum, **lithium is required to make an electric car.**

The silvery-white alkali metal—dubbed “white petroleum”—is the lightest metal that can conduct electricity. It's a key component used in state-of-the-art batteries due to its energy density, durability and voltage compared to other battery types. Lithium-ion batteries run electric cars like the Tesla Model S and the Tesla Model 3.

Lithium is used in medicine, batteries, nuclear reactors, air conditioners, airplane parts and batteries (i.e., cell-phones and EVs). The tons of lithium needed for battery production in EVs is why it's on pace to become one of the most precious metals of the 21st century.

As battery prices continue to get cheaper, usage of lithium-ion technology will skyrocket, The Institute For Self-Reliance projects.

Bloomberg reports increased efficiencies means a \$1,000 battery in 2010 will cost \$73 in 2030.

Lower prices—among other advantages—will cause more and more consumers to walk down “electric avenue.”

Lithium prices have tripled over the last 10 years and doubled since 2012 when the electric car market started to take off.

The problem with lithium is you can't directly invest in it. Unlike other commodities, lithium doesn't trade on an exchange. Nor does it have futures or options contracts.

My preferred method to invest in the EV opportunity is the **Global X Lithium & Battery Tech ETF (LIT)**.

A price play might be appropriate for gold or oil when used as a hedge. However, the reality is if you're really bullish on lithium the price is one thing, but the output is another. Oil and gold production might change a couple



### LIT Facts

Inception Date:	7/22/10
Assets:	\$651M
Avg Daily Vol:	148K
Expense Ratio:	0.76%
YTD Return:	58.61%

percent each year, yet lithium's production could double, triple or quadruple for the next decade. Even if there was a way to invest in the price only, you'd still want exposure to the increased output (for example, miners that will make money on price times output).

LIT provides exposure to the full value chain for lithium by tracking the Solactive Global Lithium Index. This ETF

owns the major lithium producers. The “Big Three” (Albemarle, FMC and Sociedad Quimica y Minera de Chile) make up roughly 50 -60% of the world's lithium production. It also has some smaller miners, but doesn't hold the really tiny ones.

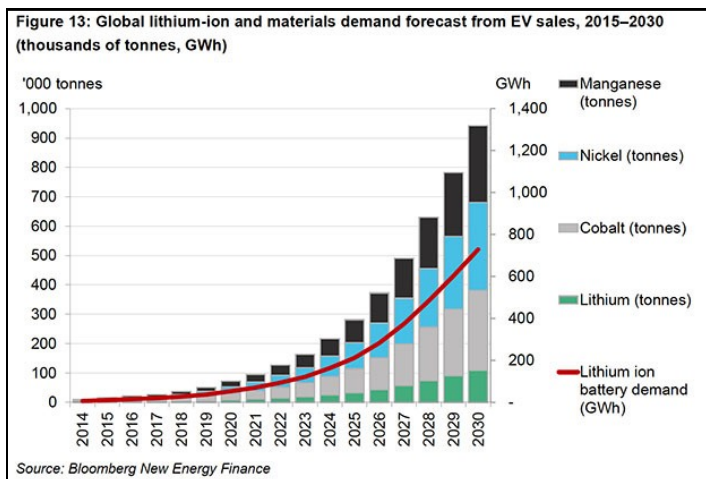
And LIT also holds battery producers like LG Chem, Samsung SDI, Panasonic and

Tesla (just a 5.5% weight).

The fund is fairly concentrated, but that's reflective of the industry.

LIT is another true diversifier.

You won't find LIT in Wealthfront's, Betterment's or other Robo-advisor's model portfolios. Their idea of a





growth portfolio is a little extra weight devoted to SPY. Or, if they're willing to go out on a limb, they might add a percent or two to a large-cap growth ETF like Vanguard Growth ETF (VUG).

If your client lives in San Francisco, works in the tech space, or is a millennial, will that idea of growth cut it?

LIT is a tool that allows financial advisors to build a innovative growth portfolio that is forward-looking. It also equips an advisor with a key discussion topic that's tangible to the end investor.

Three years ago, people thought of EVs as something for early adopters and affluent people (Teslas are cool, but too expensive for everyday folks).

On the cost side, batteries have fallen by about 50% in the last three years. So, they're becoming more economical in scale. The proof of that is the biggest electric car market is an emerging market. China is using them as kind of a cheap, urban vehicle.

Plus, regulation is aiding EV development (this is a global demand story, not a US story). Multiple countries are coming out and putting an end date on the internal combustion engine. The U.K., France, India, Norway, China have all said that basically, between 2030 and 2040 and varying by country, they're going to ban the sale of internal combustion engines. Vehicles will have to be some sort of hybrid, plug-in hybrid or EV.

LIT's up more than 60% over the last year while oil & gas stocks are flat (XLE is up 1% over the same time).

But EVs are no longer a pipe dream. They are here to stay and will become a mass market. That reality, along with LIT's momentum, should continue to electrify its returns in the years ahead.

Again, LIT is the best option for investors to obtain diver-

sified exposure to the "full lithium cycle" (mining, refining the metal and battery production). But, let's also go through a couple individual stocks that are inside LIT.

### Trading Color

LIT and ALB (covered below) have exploded higher over the past two weeks thanks to one specific reason: Chinese authorities announced they are working with auto manufacturers to determine an end date for production of internal combustion automobiles.

That news (and the huge demand ramifications) sent LIT and ALB soaring. But, while it's obviously a longer-term positive and validates the thesis, I understand the trepidation chasing something this short-term overbought, especially as the "catalyst" was something so far in the future (likely decades).

So, while we view both picks as longer-term plays, waiting for some sort of a pullback to the sub-\$35 level in LIT or mid-\$120s in ALB is certainly understandable.

**Albemarle (ALB).** Albemarle is a global specialty chemicals company with leading positions in lithium, bromine, refining catalysts and applied surface treatments.



### ALB Stats

Mkt Cap	\$14.9B
Avg Daily Vol:	1.4M
52 Week Range:	\$76.32 - \$136.95
Forward P/E	31.2
Div Yield:	1.0%
YTD Return:	58.54%

The company isn't a pure play on lithium, but it may be about as close as it gets. Bloomberg estimates Albemarle's share of global lithium to be around 35%. The company derives 25% of its revenues—and near 40% of its cash flows—from lithium.

Albemarle's lithium and advanced materials adjusted EBITDA was \$133 million in Q2 2017—up 60% yoy (earnings were just released a little over a month ago). It also guided that lithium-adjusted EBITDA is

expected to increase by more than 35% in full-year 2017 as compared to 2016. The outlook was driven by strong volume and price improvements, primarily in battery-

grade product portfolio.

ALB has a 1% dividend yield with steady dividend growth. With 23 years of consecutive dividend increases, the stock is approaching “dividend aristocrat” status.

ALB isn’t cheap. The stock has inflows of over \$300 million in 2017. And it’s already up close to 60% YTD. But, it’s breaking out and offers a meaningful way to get exposure to lithium and the electric car mega trend.

### Bottom Line

Some of the ETFs and stocks we’ve covered here have had big moves already this year, and while I’m not a fan of buying stuff that’s already run, the bottom line is that these are longer-term plays. As such, I’ll happily stomach any near-term underperformance for the long-term exposure, because our research tells us these trends are just starting to get going, and these are still the early innings.

And, the same arguments that these names have “run up too much” could have been made in the “early innings” of the mega trends we listed in the front of this issue: Emerging markets, Biotech, Internet of Things, Japan, etc.

The point here is that the trend is underway, and over the longer term, having positive exposure is more important than precisely timing the entry point. Put more plainly—some of these names may be short term overbought, but we haven’t “missed it,” - not by a long shot.

We will be watching this trend and these ideas for you and updating you on the progress in this industry—because this could easily be on of those big megatrends that produces outsized returns for quarters, and years to come.

Have a good day,

Tom

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# Sevens Report Alpha ETF & Stock Ideas

<u>ETF/Stock</u>	<u>Strategy</u>	<u>Date</u>	<u>Initia- tion Price</u>	<u>Current Price</u>	<u>Return</u>	<u>S&amp;P 500</u>
<b>KWEB</b> (PGJ as an alternative if KWEB not available from your B/D).	<i>KWEB (KraneShares CSI China Internet ETF) is a play on an index rebalance, where by Chinese "N" shares, which are ADRS of major Chinese companies like BIDU, WB, etc. will be added to MSCI Emerging Market Indices between now and June 2018.</i> <b>What to do now: Buy.</b>	<b>Issue 1:</b> <b>8/17/17</b> <b>8/24/17</b>	<b>\$55.77</b>	<b>58.71</b>	<b>5.3%</b>	<b>1.6%</b>
<b>RSP</b> (Guggenheim Equal Weight S&P: 500 ETF)	<i>RSP has massively outperformed SPY as a core stock holding over longer-term time frames (314% vs. 112% over 17 years). In 2017, RSP has lagged (so far) due to significant tech sector outperformance, but we view this is a short-term distortion and an opportunity to buy this ETF at a discount compared to SPY.</i> <b>What to do now: Buy.</b>	<b>Issue 2:</b> <b>9/7/17</b>	<b>93.40</b>	<b>94.39</b>	<b>1.5%</b>	<b>1.6%</b>