



TUSHEK
SUPERCARS

EXCLUSIVE HIGH-PERFORMANCE VEHICLES
AND DRIVETRAIN TECHNOLOGIES

AT HEART WE ARE RACERS

WE DESIGN AND BUILD
UNIQUE SUPERCARS, ONE AT A TIME,
FOR EXTRAORDINARY INDIVIDUALS.

FOR THOSE WHO SHARE
OUR PASSION FOR RACING



TUSHEK
SUPERCARS



IN BRIEF



UNIQUE MANUFACTURER

Tushek is a manufacturer of pure racing-bred hypercars and supercars, in limited series and exclusive, unique configurations.

RACING FOCUS

Born from the racing heritage and experience of Aljosa Tušek, its founder, Tushek's core focus is to produce high-performance machines and be an independent alternative to the established brands which are dominating the racing world (e.g. Porsche, Ferrari, Lamborghini) and the hypercars market (e.g. Bugatti, Pagani, Koenigsegg).

TRUE HYPERCARS

Tushek's aim is to be one of the rare "true hypercar" manufacturers in the world, while developing and implementing truly innovative technologies and solutions, unconstrained by the limitations and challenges faced by large, mass vehicle manufacturers.

HISTORY



Tushek produces performance vehicles since 2008, starting with the re-engineered K1 Attack racers.

In 2011 Aljosa Tušek decided to create his own racing cars and established the Tushek brand, focusing on weight reduction and optimal power density, as core brand vision and mission, and has been since regularly in the worldwide top of fastest cars, with all its released models.

Re-engineered
K1 Attack racers.

2008

TS 500



2011

TS 600
4th Worldwide Fastest Supercar



2013

HISTORY



TS 900
World's Lightest Hybrid Hypercar



2018

TS 900
Start of production



2021

TS 3000
Full BEV

TBA

2023

The rigorous development and engineering during its 12 years of experience has been rewarded in 2018 when Tushek has released the racing-oriented TS 900 Apex, which became the “World’s Lightest Hybrid Hypercar”, a feat achieved using the pioneering Tushek patented drivetrain, a record that stands valid even today.

Since the inception of Tushek brand in 2011, the engineering focus was the study and development of its patented **Tushek Direct Electric Drive (TDED)**, a high power-density technological solution with immense potential for the electrical vehicles market, offering an estimated **25%*** better energy efficiency, when compared to existing electrical cars on the market.

THE OPPORTUNITY



**TUSHEK IS SET TO BECOME THE NEXT DISRUPTIVE
PLAYER IN THE AUTOMOTIVE INDUSTRY**

HYPECARS AND SUPERCARS

Access to high-performance, ultra-high-value vehicles market.

PROPRIETARY TECHNOLOGY

Focus on development of its own technologies, projected to be central for future electrical transportation.

STRATEGIC PROFILE

Being independent, Tushek has a strategically unique manufacturer profile within the automotive market, representing a high potential for future investment.

THE VISION



**TUSHEK AS AN INDEPENDENT HIGH-PERFORMANCE VEHICLE
MANUFACTURER, PIONEERING ELECTRICAL DRIVETRAIN
TECHNOLOGIES FOR THE AUTOMOTIVE MARKET.**

TECHNOLOGY

Core technological company with strict focus on performance of its vehicles as a brand signature and exclusivity.

UNBOUND

Innovate free from constraints of existing manufacturers (e.g. existing platforms, non-compete, cost limited manufacturing, strategical decisions, etc.) to obtain real, optimal results from technology itself.

ELECTRIC DRIVES

Further enrichment of own technology portfolio for electric vehicles, act as technology partner and supplier for the automotive industry.

IMPACT



300 %
VALUE GROWTH IN 3 YEARS

Rapidly achieve brand and company value growth, by pursuing a pure focus on performance and lightweight, in a highly diluted, “commercialized” offering of the existing brands in the supercars and hypercars market.

Testing high-efficiency technologies without constraints of costs and developing them for mass-scale marketization. Patented portfolio of technologies to impact the future market of transportation, providing a high return rate and strategic participation.

TUSHEK MARKETS OF ACTIVITY

COMPANY DEVELOPMENT PHASES

HIGH PERFORMANCE VEHICLES

- HYPERCARS
- SUPERCARS
- HP E-SUV
- MODULAR E-PLATFORMS

DEVLABS

- SYSTEM DESIGN:
 - Concepts and models
 - Optimization
- CHASSIS AND AERODYNAMICS
- HMI AND CONNECTIVITY
- COMPONENT DESIGN:
 - E-Motors (New IW)
 - ECU
- Alternative Storage Systems
- MODULAR ALL-IN-ONE E-PLATFORMS

TECHNOLOGIES

- LAB AND ROAD
- VIRTUAL TESTING
- HOMOLOGATION
- BATTERY TECHNOLOGY (SSB & OTHERS)
- PRODUCTION TECHNOLOGY,
- PROTOTYPING
- QUALITY

RACING

- CUSTOMER RACING
- E-EXTREME
- LeMANS
- RACING MODELS MANUFACTURE

Market Potential by 2030*

~ 118 Billion EUR

~ 300 Billion EUR

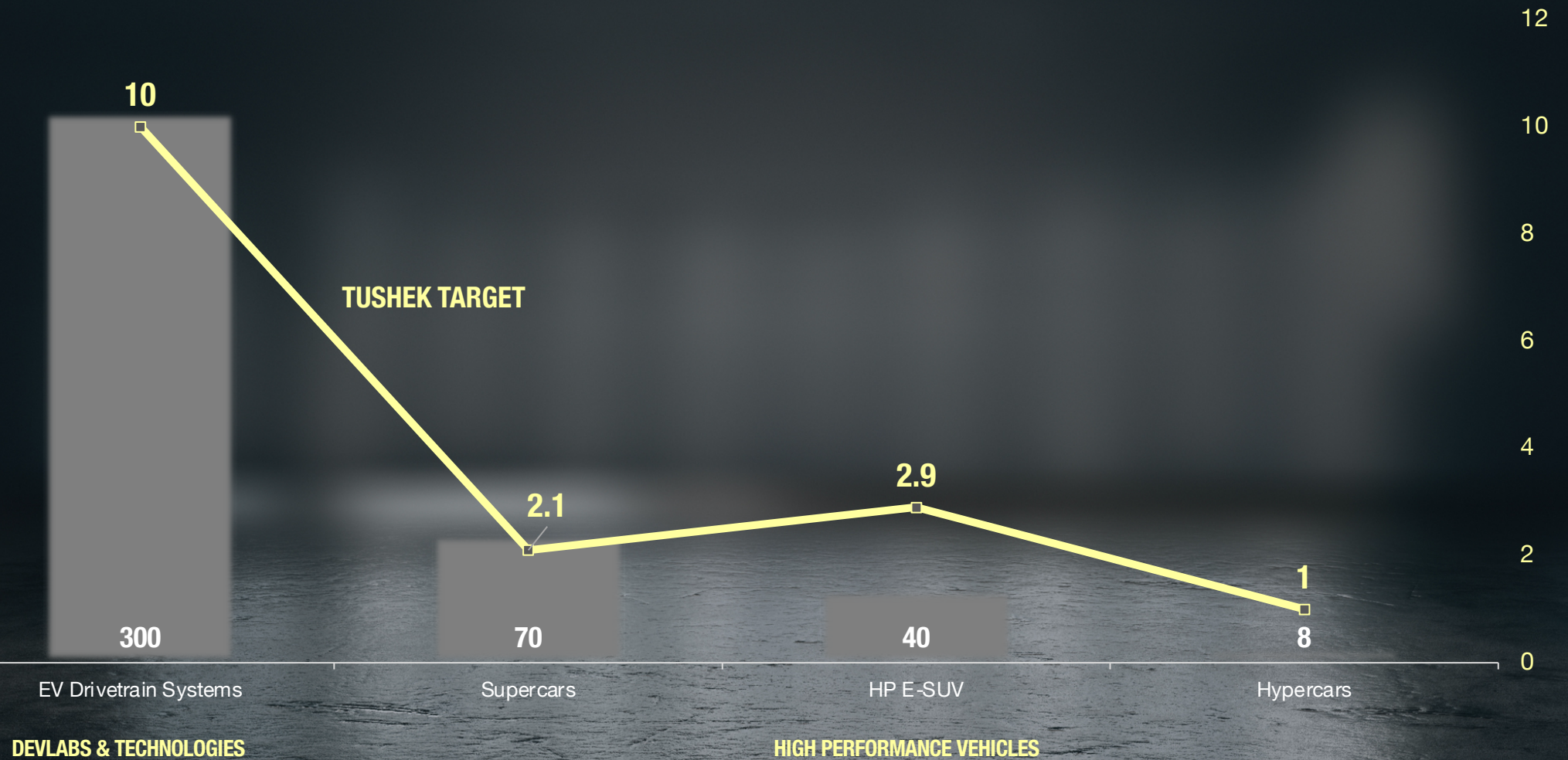
~ 100 Million EUR

10 YRS COMBINED MARKET POTENTIAL

EXCLUDING RACING

Market potential
in Bn EUR

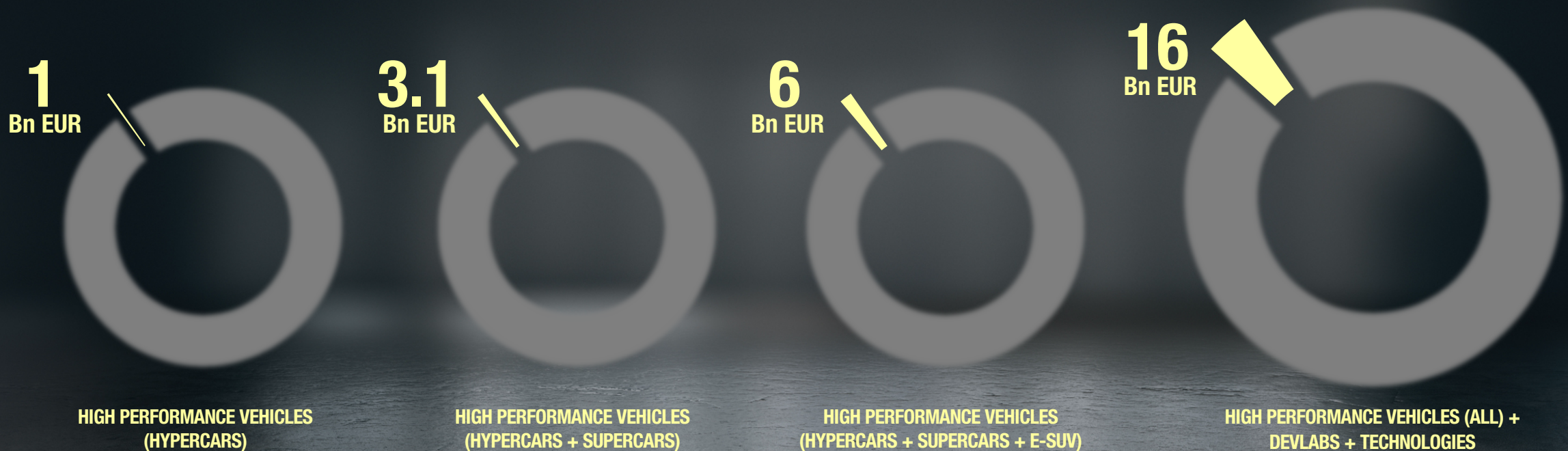
Tushek target
in Bn EUR



10 YRS COMBINED MARKET POTENTIAL EXCLUDING RACING

MODULAR TARGET SCENARIOS

By 2030 the Markets of Activity of Tushek will reach a combined potential of 418 Bn EUR. Tushek scenarios target a market potential of up to 16 Bn EUR, considering the activation of the market activities planned.



ELECTRIC VEHICLES INDUSTRY DYNAMICS

EV HYPE

EV market dominated by TESLA hype and the catch-up game from traditional car manufacturers, which invest heavy in electrification of existing platforms (Daimler, VW Group)

GEOFOCUS

US and Asian markets play a big role in the future, but CHINA especially will be the dominant market in the next 10 years. All manufacturers are focusing mainly on China via JV's or other forms.

COST FACTOR

EV growth driven by replacement of ICE parc. Due to COST – ALL manufacturers are using old generation technologies, low power density drivetrains.

TIME

The newer technologies require time to develop and market test, companies need time to develop both mass-scalable products as well manufacturing facilities to supply demand.

COST OF NEW TECHNOLOGY

Newer Axial-flux motor technology, used only in few high-performance cars (Koenigsegg, Ferrari, McLaren) – more conceptual applications than established solutions. Limitative high cost, complicated functionality management.

LOW GRADE TECHNOLOGY

High Weight, Radial Flux E-motors, Standard Transmission Modules, low grade battery technology (Cost and manufacturing platform driven).



COMPARING EV DRIVETRAINS

STRATEGIC EXECUTION



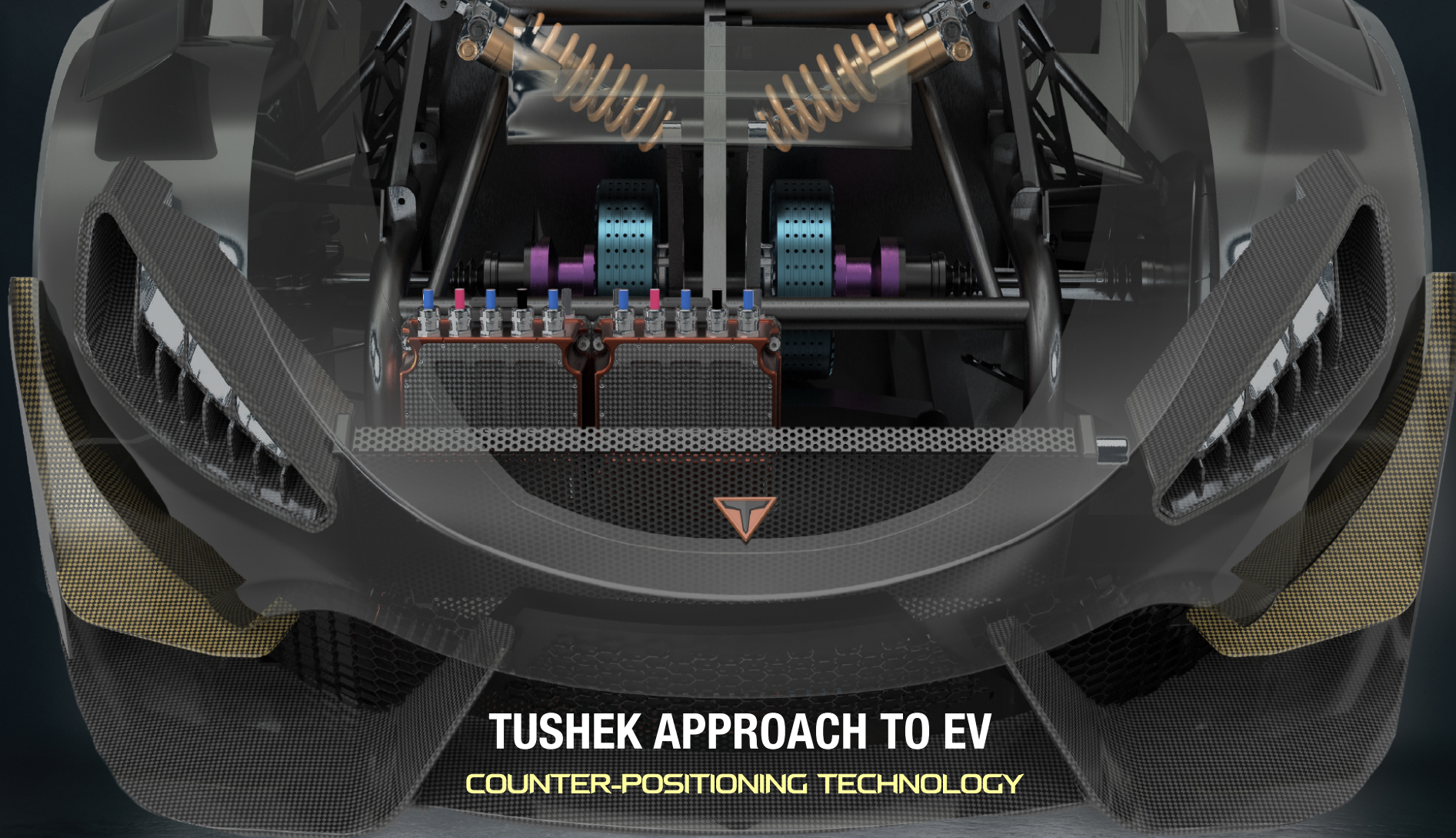
Technology	Transmission	RPM	Advantages	Disatvantage	Brands
Radial-Flux	Yes	High (15.000 - 25.000)	Low cost.	High weight. High RPM's - high power consumption.	Tesla, Daimler, Porsche,VW, Rimac, Pininfarina, Aspark, All others
Axial-Flux (Standard)	Yes	Low (3.500 - 8.500)	Low weight. High Power Density.	Require transmission. Complicated energy and power management. High Cost.	Koenigsegg Ferrari (only SF90) McLaren (2021)
Axial-Flux (Tushek)	No	Very Low (0 - 5.500)	Very low weight. High Power Density. Starts from 0 RPM, no need for transmission. No gyroscopic effect on handling. Low power consumption, longer range. Easier torque and power management via proprietary algorithms.	High Cost* *30% less than standard Axial-flux, still more expansive than Radial-flux. Costs can be easily scaled down via partnering motor manufacturer.	Tushek exclusive

TUSHEK POSITIONING

UNIQUE MANUFACTURER PROFILE



Feature / Benefit	Rimac Automobili	Koenigsegg	Bugatti	Pagani	Aspark	McLaren	Ferrari	Lamborghini	Porsche	Tushek
Technology	FBEV	PHEV	ICE	ICE	FBEV	PHEV	PHEV	PHEV	PHEV	PHEV and FBEV
E-Motor	Radial Flux	Axial Flux (Standard)	No	No	Radial Flux	Axial Flux (Standard)	Axial Flux (Standard)	Axial Flux (Standard)	Radial Flux (Standard)	Axial Flux (High-Density)
Owns E-Motor Technology	No	No	No	No	No	No	No	No	No	YES (Partnership)
Research New E-Motor Technology	No	No	No	No	No	No	No	No	No	YES
Transmission	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	NO (TDED)
Patented Drive	No	Yes (Just Transmission)	No	No	No	No	No	No	No	YES (Complete Drivetrain)
Owns Battery Technology	Yes (But limited to Camel Group)	No	No	No	No	No	No	No	No	No
Research for new energies solution	No	No	No	No	No	No	No	No	No	YES
Independent	No	No	No	Yes	Yes	Yes	No	No	No	YES
Manufacturer Related/Constricted to.	Porsche, Hyundai, Kia	Chinese Consortium (BAIC)	VW Group	Daimler - main Supplier				VW Group	VW Group	Free of Contract



TUSHEK APPROACH TO EV COUNTER-POSITIONING TECHNOLOGY

TDED

TUSHEK DIRECT ELECTRIC DRIVE

- INNOVATIVE, LOW WEIGHT, PATENTED DRIVE SYSTEM.
- HIGHER RANGE WITH SMALLER BATTERY PACK NEEDED.
- HIGH POWER DENSITY AXIAL-FLUX MOTORS (AVIATION GRADE), COUPLED DIRECTLY TO THE WHEELS.
- NO TRANSMISSION, NO MECHANICAL LOSSES.
- POWER AND TORQUE DIRECT TRANSFER TO WHEEL, CONTROLLED VIA PROPRIETARY ALGORITHMS.

25%

BETTER ENERGY EFFICIENCY*

COMPETITIVE EDGE

TECHNOLOGY, IP, KNOW-HOW and BRAND FOCUS



PATENTED TUSHEK DIRECT ELECTRIC DRIVE.

Currently the sole technology to provide a low mass, high-power density drivetrain, high potential for energy savings.

BRAND VALUE.

A well-known brand in the fast cars world and regular presence in the specialized press.
Stable presence and history, over 12 years of experience in production of low series high performance vehicles.

POTENTIAL GRANTS.

Possible access to grants and funds via national programs, to support capital augmentation.

PRODUCTION READY TS 900 APEX.

A pre-series production prototype, showcasing the TDED, proprietary algorithms and high build quality.

TEAM.

An existing team of specialists – ready to start immediately after securing funding and start of manufacturing and operating facilities set-up.

THE NEXT DISRUPTIVE MODEL THE TS 3000.

A full BEV – in advanced stage of modelling. The car will offer the highest power density in the world at launch. TDED showcase as the only technology to achieve such figures.

YEARS OF TESTING.

All testing, improvements and adjustments for the production model are finalized. Once the manufacturing facilities are set up, production can begin immediately.

LOCATION.

Availability of locations. Interest and support from local/national authorities in securing Tushek presence and operations.

KNOW-HOW, IP and FOCUS.

In house know-how and IP, a strong focus on brand development and market acquisition making use of the core brand promises.

TUSHEK VALUATION

SEED CAPITAL STAGE ONLY



01

TUSHEK CURRENTLY EVALUATED
AT 115 Mio. EUR*

02

CONSIDERING AN INITIAL,
SEED CAPITAL ROUND,
MIN. 20 Mio. EUR

03

STOCK OFFERED LIMITED AT
MAX. 20%

TUSHEK PRE-EVALUATION

Valuation only accounts for tangible / intangible assets, as well as the early, 5 years car sales business plan (starting with year 2 - start of sales). Sales of technology and participations in related industries not included in the valuation at this stage.

These activities need to be separately accounted for and may require supplementary Series B and C Funding as per the Roadmap.

25

Mio. EUR
PATENT
PORTFOLIO

18

Mio. EUR
BRAND VALUE

18

Mio. EUR
DEVELOPMENT &
ASSETS

52

Mio. EUR
PLAN 5Y
EBITDA

20

Mio. EUR



115

Mio. EUR

SEED CAPITAL ONLY

CONSIDERING HYPERCAR
BUSINESS SCENARIO.

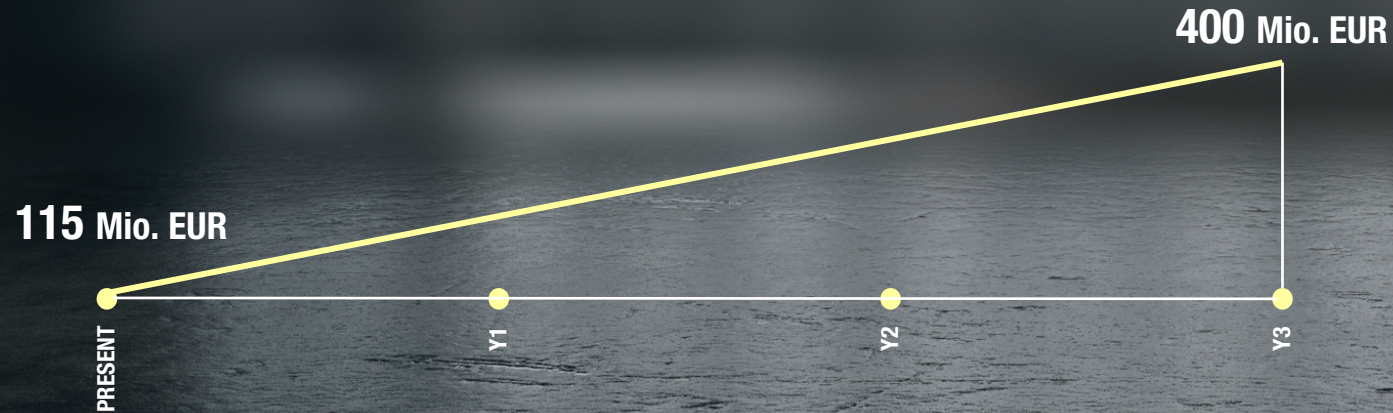
20% Max. Stock Offering

*subject to increase after third-party audited evaluation.

PROVISIONAL SERIES



Time	Series	Amount	Stock offering	Company Value	Notes
Present	Seed	20 Mil. EUR	20%	115 Mil. EUR	Max. 5 Investors
Y3	A	80 Mil. EUR	15%	400 Mil. EUR	Max. 2-3 Investors
Y4	B (Optional)	50 Mil. EUR	TBD (JV)	TBD	Optional Joint Venture of Motor Manufacturing
Y5	C (Extraordinary)	TBD	TBD (JV)	TBD	Optional Joint Venture Battery Manufacturing
Y6	Possible IPO				



+300%
PROJECTED 3Y VALUE GROWTH

USE OF FUNDS

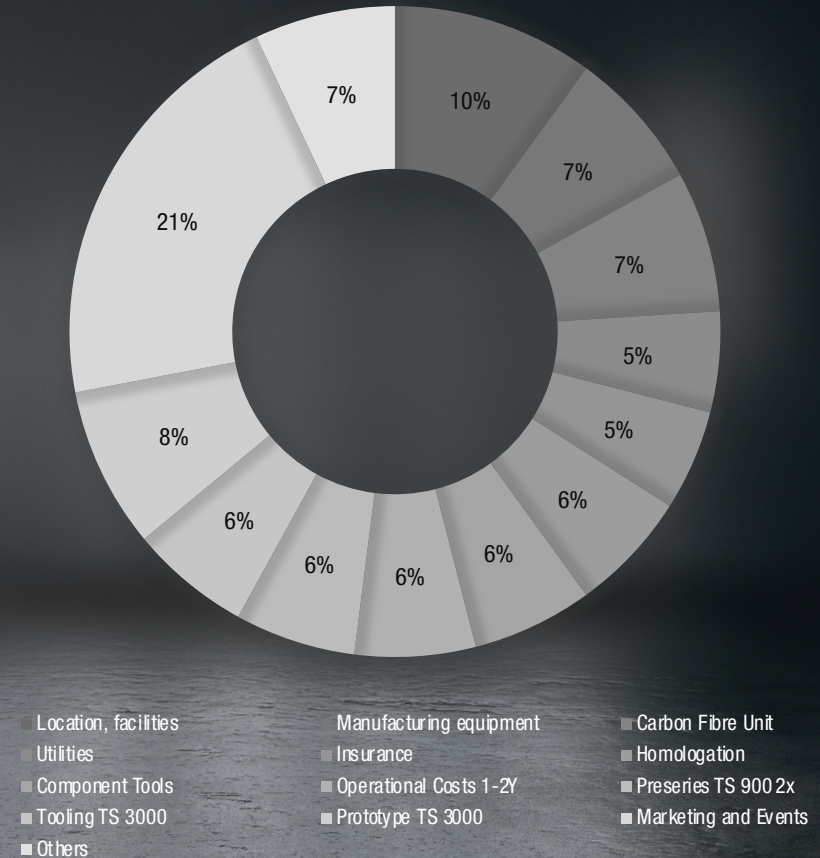
PRELIMINARY PLAN



INITIAL SET-UP COSTS + 2Y

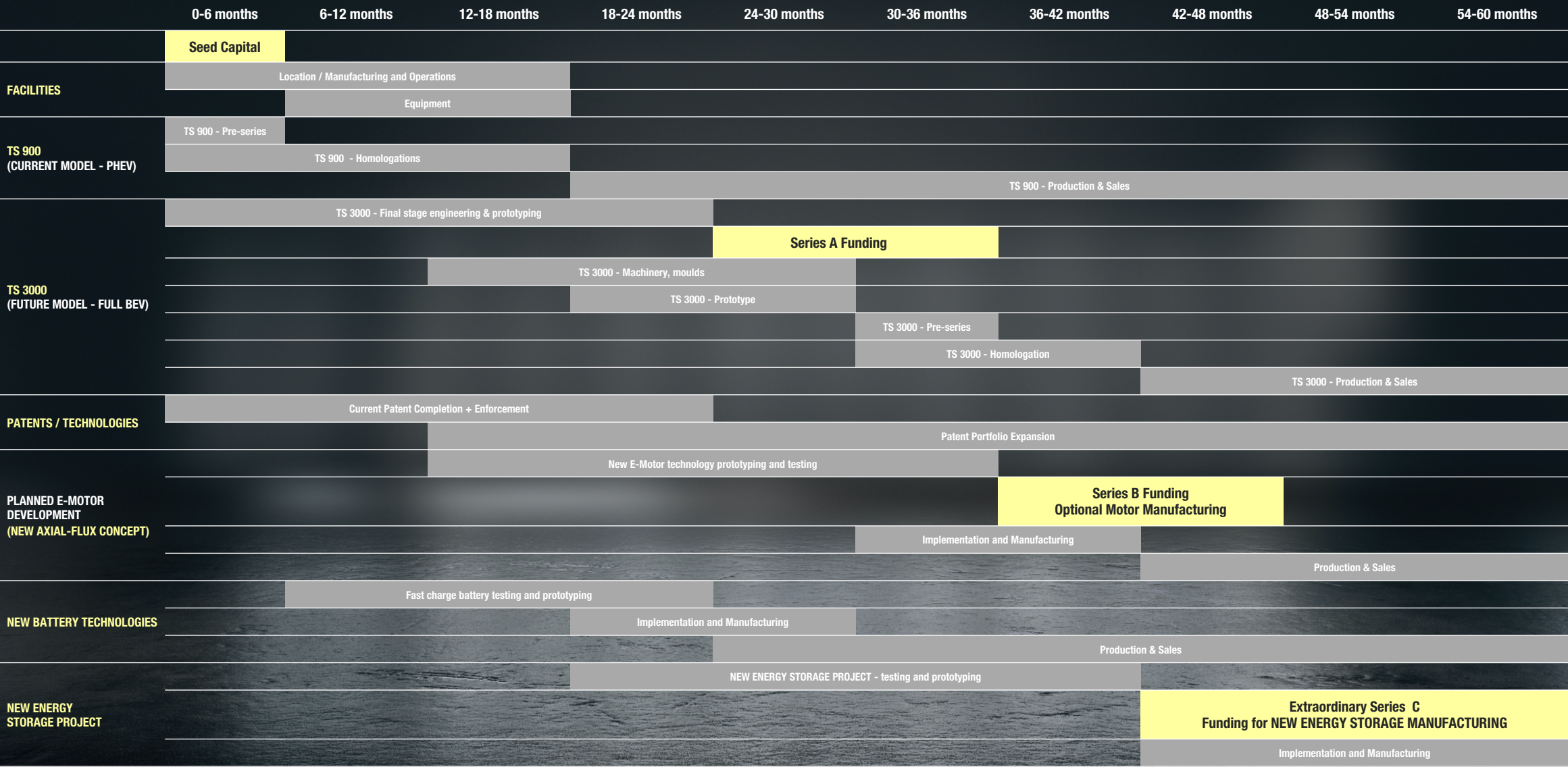
The preliminary plan considers the use of funds to cover initial costs of setup and the first 2 years of activity, pre-production and sales.

Detailed business plan is available following MOU/LOI and POF stages.



ROADMAP

5 YEARS DEVELOPMENT PLAN



IMMEDIATE NEXT STEPS



LOCATION

- Secure and conclude location in Slovenia (pre-reserved) for manufacturing and operations.
- Start construction of facilities and equipment purchase.
- Secure and conclude testing tracks (pre-reserved) for tests and homologations.

TEAM

- Hire the pre-agreed personnel: Manufacturing, Engineering, 3D and Modeling, Electrical, etc.
- Secure commercial personnel under contract.

PRODUCT

- Continue pre-series procedure for TS 900. Implement manufacturing process and scalable procedures. Homologation and model variations, customization options.
- Continue engineering and prototyping TS 3000. E-Motors and Drive engineering (new motor).

SALES / MARKETING PR

- Extend sales team under agent system.
- Build dealership network through representations: Europe, US, China, Asia.
- Exhibit all racing events and partners events (Pirelli, others...).
- Further strengthen Gaming presence (undergoing) to top game manufacturers and platforms.
- Social Media and Brand Campaigns. UHNW Events. Car and technology shows. Co-Branding, Cooperations. Aggressive Press Schedule.

BD / STRATEGY

- Further establish partnerships with technological partners, maintain innovation and trialing new technologies (UI, HMI, Alternative materials solutions, coatings special properties, etc.). Create Tushek profile as an exclusive, unconventional offering to customers, ultimate customization level.
- Continue development of new E-Motor technology. Establish JV when needed to control technology and capacity.
- Focus on battery technology and continue supporting alternative energies solutions.
- Trial Hydrogen and Turbine technologies in partnership with lead suppliers (Garrett).

CATALYSTS DEFINING THIS MOMENT FOR TUSHEK

STRATEGIC TIMING FOR EV's, COMPETITORS LIMITATIONS and TUSHEK UNIQUE PROFILE



EV HYPE DRIVEN BY TESLA.

Despite using older technology with reduced efficiency, Tesla attracts investors due to its early market introduction.

NO REAL ALTERNATIVE.

Yet to Tesla. Some in process of establishment, most serious US competitor is Lucid – still using older technology with reduced efficiency.

AUTOMOTIVE MANUFACTURERS CONSTRAINTS.

They need some competitive advantage to showcase versus Tesla. Currently – they use the same old technology, but they are looking actively to invest in better solutions. This is the reason Porsche and Hyundai/Kia have already invested in Rimac (wanted to be sure they get control on the “Tesla of Europe”).

NO REAL ONE TO ONE TUSHEK COMPETITION.

Rimac is the only similar player – and although presented as a Hypercar and Technology provider – Rimac is just an assembly operator for technologies already existing. Porsche already has better solutions implemented in Taycan. Nevertheless, Rimac acts as a technology tester – and is still interesting for Porsche and its investors, for strategic control.

NO COMPETITORS OWN IP.

Koenigsegg, Aspark and McLaren – all work with existing suppliers. Neither owns technology and cannot develop further (except Aspark – which is an engineering company showcasing their expertise but its not producing its hypercar).

ESTABLISHED COMPETITORS LIMITED.

Bugatti, Pagani, Lamborghini, Aston Martin – all have very low growth potential, not owning any technology.

LOSS OF EXCLUSIVITY AURA.

Bugatti and Pagani - once the leaders of the Hypercar market - are now common presence on the streets and cannot provide the exclusivity feel! They both don't provide anymore exclusive technical features as a differentiator – being overtaken by many other manufacturers.

TUSHEK DESIGN LANGUAGE.

Tushek has a unique design language and a very limited production. Tushek cars are an appearance and attract attention – offering exclusivity and a high technological level

THE DISRUPTOR – TS 3000!

The advanced modeling and prototyping stage of the car that will set new standards of power-density and lightweight – makes investing now in Tushek the perfect moment to benefit from fast growth.

THE TEAM

- Our team experience focus on what matters!
- With a solid founding team in place to cover all critical early development phases, we have established pre-agreements to cover the needs for further development, in a rapid and efficient way.
- Our aim is to start immediately and reach maturity of operations in less than 18 months.
- A clear advantage is having internal knowledge base for innovations and further product development.
- The next planned new release of product is close to prototyping phase.
- There is no need for expansive intelligence hire in the next 2 stages of company development, except for supporting structure of experts to implement already existing innovations work.



+ 40.000 HRS

Work on each model

+ 7.000 HRS

Spent on the Racetrack

18 MONTHS

To Fully Operational

IN-HOUSE

Know-How for R&D and Prototyping.

MANAGEMENT TEAM



ALJOSA TUŠEK

CEO & FOUNDER

- Innovations
- New product Design
- Research, Testing and Development
- Racing

+ 26 YRS

Experience in Automotive & Racing



VILI PUSTOTNIK

COO

- Administration
- Operations
- Finances
- HR
- Manufacturing

+26 YRS

Experience in Automotive & Racing



PETER TIBAUT

CTO

- Engineering
- Technology
- QC and BPM
- Manufacturing

23 YRS

Experience in Automotive Engineering



DRAGOS GHEORGHIU

CCO

- Commercial (M&S)
- Business Development
- Partnerships and Sponsoring
- Events & PR
- Media

+ 26 YRS

Experience in Automotive
Market & Business Development

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