PREPARED
August 10, 2026

SHAREHOLDER UPDATE

Rebuilding the *Record*

What was inherited, what has been retired, and what is being built in its place.

12 . 04 . 2025	08 . 10 . 2026
CHANGE OF CONTROL	TODAY

Lavish Enterprises, Inc.

OTC: VXIT / FISCAL YEAR END AUGUST 31

A LETTER FROM THE CHIEF EXECUTIVE

Dear *Shareholders*

I want to use this letter to introduce you to something I have been quietly building for years, explain why Lavish Enterprises is the first company I chose to put it to work on, and tell you why this Company means so much to me personally.

I have spent nearly twenty years in the public markets, much of that time learning directly beside my father, Jens Dalsgaard. I started young, eventually became his Vice President, and together we worked with dozens of public companies. I watched companies grow from small public listings to NASDAQ and institutional ownership, and I learned every side of this business along the way: corporate structure, compliance, investor relations, capital markets, communication, and most importantly, the responsibility management assumes when people trust them with their money.

My father lived by three words:

Trust. Integrity. Service.

Those words became part of me, and over the years I came to believe the public markets needed better infrastructure to uphold them.

Small public companies are expected to meet enormous obligations with systems that were never built for them. Corporate history lives in old filings. Financial information lives somewhere else. Legal documents, regulatory deadlines, shareholder records, contracts, transfer-agent information and years of institutional knowledge become scattered across different people, vendors and systems.

Yet management remains responsible for all of it.

After spending most of my life inside this industry, I kept coming back to one question:

> *Why isn't there one intelligent system built to help management actually run the public-company side of its business?*

So I built one.

It is called Market Fortress.

Market Fortress is a privately owned technology platform I have been developing around a much bigger idea: running the public-company side of a business should not consume the people who are supposed to be building the business.

The vision behind Market Fortress is to create a true operating system for public companies, bringing nearly every critical function of operating as an issuer into one intelligent system. Corporate compliance, filings, record keeping, regulatory calendars, task management, research, investor relations, banking, financial information, shareholder communications, source documents and institutional knowledge, all connected instead of scattered across different platforms, vendors, inboxes and people.

Market Fortress is being built to bring that entire world together.

The goal is to take as much pressure as possible off management, help ensure critical obligations are organized and addressed, preserve the Company's institutional record, create accountability across the organization, and give executives greater visibility and control over the issuer side of their company.

Most importantly, it is designed to give management something incredibly valuable back: more time to actually build and operate the business that shareholders invested in.

And underneath all of it is the standard my father taught me.

Know your company. Know your obligations. Know your record. Know what needs to happen next. Give management the tools to execute. And when you communicate something to your shareholders, know exactly what supports it.

That is the principle behind Market Fortress.

And when the time came to put it through its first true real-world test, I knew exactly where I wanted to start.

Here. With VXIT.

I did not take control of an easy company. On December 4, 2025, we inherited a company with no operating business, no revenue, $4.67 million in liabilities, legacy litigation, regulatory issues, significant dilution overhang and incomplete historical records.

I knew that when I accepted the challenge.

And I accepted it because VXIT is the company I intend to put everything I have into making successful.

Everything my father taught me. Everything I have learned over nearly twenty years in these markets. Everything I have learned building companies myself. And now, technology I spent years developing specifically to solve problems I witnessed firsthand.

Market Fortress is being built to create a better standard for public companies. VXIT is where I intend to prove that standard first.

Market Fortress helped prepare the quarterly report this Company filed on July 14, 2026, and I hope everyone had the opportunity to see just how beautifully structured that filing was compared to what you typically see from issuers trading on the OTC Markets.

It also prepared the report you are reading right now.

And I believe the best way to demonstrate what Market Fortress is ultimately intended to become is not by telling you how powerful it could be. It is by using it.

That is what the pages ahead represent.

You will see what we inherited. You will see what we eliminated. You will see what we restored. You will see what we are building. And just as importantly, you will see what remains unresolved.

Both sides belong in the record.

Because trust is not built by pretending everything is perfect.

Trust is built when shareholders can see the truth for themselves.

For complete transparency, I privately own Market Fortress and I also control Lavish Enterprises. No agreement exists for Lavish Enterprises to acquire Market Fortress, no valuation has been established, and no board action has been taken regarding such a transaction. Whether that relationship ever changes has not been decided. If it does, it will be properly disclosed.

For now, the relationship is simple. I built Market Fortress. VXIT is its first proving ground. And I intend to put everything I have into making this Company succeed.

Eight months ago, we started with a company that needed to be rebuilt. Today, that rebuilding is well underway. We have an incredible technology in FleetPath, which is approaching its initial controlled beta where we intend to begin testing the platform in real-world trucking operations. The opportunity is enormous. FleetPath is being built for one of the largest and most essential industries in the country, a nearly trillion-dollar freight economy that still runs on disconnected tools and manual work, and we intend to earn our place in it one carrier at a time. At the same time, Market Fortress is helping us build the corporate infrastructure behind Lavish Enterprises itself, strengthening how we manage our records, disclosures, compliance obligations and issuer-side operations. These are two very different technologies serving two very different purposes, but together they represent the kind of foundation I want beneath this Company.

My long-term vision is not simply to build a better OTC company. It is to build a company capable of growing beyond the OTC Markets and, one day, pursuing a listing on a senior U.S. exchange. There are no guarantees we will achieve that ambition, but I want to build the business, technology, corporate infrastructure and shareholder trust today that give us the best possible chance of earning our way there.

This goal is also deeply personal to me.

Eleven years ago, my father passed away while he and I were working together to take our own company public. We had spent years helping other companies navigate the public markets, and our dream was to finally build something of our own, put everything we had learned into it, and see how far we could take it together. He never got the opportunity to see that dream through with me.

I have never forgotten it. And in the eleven years since losing him, I have learned more lessons than I could ever put into a single letter. Some came through success, others through failure, adversity and challenges I never could have anticipated. Every one of them shaped the man and leader I am today, and those lessons now influence how we build, how we operate, how we make decisions, and how I lead this Company at every level.

Today, I have the opportunity to carry that dream forward through Lavish Enterprises, working side by side with Kevin Pachacki, one of the best partners I have ever had in my career. Kevin shares the same relentless commitment to what we are building, and having a partner beside me who believes in this vision as deeply as I do makes this chapter even more meaningful.

Building this Company into something wildly successful, creating real businesses underneath it, earning the trust of our shareholders, and one day looking back at what we built together is one of the greatest goals of my life.

I want to make my father proud.

And I want every shareholder who has chosen to take this journey with us to know how seriously I take that responsibility.

I am putting my heart and soul into this Company.

There will be challenges. There will be things we have to fix. There will be moments when plans change, and there will be problems we cannot anticipate today. I will never promise shareholders that building a great company will be easy, and I will never promise an outcome I cannot guarantee.

What I can promise is how hard I am going to fight for it.

This is the company I chose. This is the challenge I accepted. This is the opportunity I have spent my life preparing for.

And with FleetPath being built on the operating side and Market Fortress being proven on the issuer side, I believe we are laying the foundation for something truly special.

What follows is our record.

The good. The bad. The progress. The problems. The work completed. And the work still ahead.

> *I appreciate everyone who has stuck with me through thick and thin.*

Steffan Dalsgaard

President and Chief Executive Officer
Lavish Enterprises, Inc.

For Jens

Market Fortress

marketfortress.app

The operating system for the public company *itself.*

Built to bring the issuer side of a public company into one intelligent system.

Running a public company requires management to oversee an enormous number of responsibilities that rarely live in one place. Compliance. Corporate records. Filings. Research. Investor relations. Banking. Financial information. Regulatory calendars. Shareholder communications. Task management. Source documents. Historical records.

Today, those responsibilities can be spread across lawyers, accountants, consultants, banks, transfer agents, IR firms, software platforms, inboxes, spreadsheets and internal teams.

Management is still responsible for all of it.

Market Fortress was built around the idea that there should be a better way. It is being developed as a true operating system for public companies, designed to bring critical issuer-side functions, information, workflows and institutional knowledge together inside one connected environment.

The objective is not simply to prepare better documents.

The objective is to help management run a better public company.

Build the business.
Market Fortress helps run the issuer.

One system designed to organize the obligations behind a public company, preserve its institutional record, create accountability across its organization, and give management more time to focus on building the actual business.

01

One System

Compliance. Research. Investor relations. Banking. Filings. Corporate records. Financial information. Tasks. Calendars. Communications. Source documents. Institutional knowledge.

Designed to bring the issuer's fragmented operating infrastructure together.

02

One Record

Every filing, agreement, corporate action, financial figure, disclosure and supporting document becomes part of an organized institutional record.

Know what happened, what supports it, what is due, and what needs attention.

03

One Mission

Take pressure off management without taking control away from management.

Automate and organize the issuer side so executives can spend more time building the business shareholders actually invested in.

FIRST PROVING GROUND

Lavish Enterprises, Inc. / OTC: VXIT

Market Fortress is privately owned by Steffan Dalsgaard. Lavish Enterprises is its first issuer and beta customer.

HOW TO READ THIS REPORT

The standard it holds *itself* to

FORMAL DISCLOSURE

Market Fortress is privately owned by **Steffan Dalsgaard**, who is also President, Chief Executive Officer, a director, and the controlling shareholder of Lavish Enterprises, Inc. through his ownership of the Company's Series E Preferred Stock. Lavish Enterprises is the first issuer to use the platform and continues as its beta customer.

No fee has been paid by the Company for the preparation of this document. No agreement, valuation, or board action exists regarding any acquisition of Market Fortress by the Company.

This is not independent research. It is the Company reporting on itself using software owned by its controlling shareholder.

> *Every claim in this report traces to a source. The sources are published with it. If any statement is not supported by the source cited, tell the Company and it will be corrected publicly.*

What is in it

Facts that were previously disclosed in a filing the Company has already made public, or that are drawn from an executed corporate document. Nothing here is new material information. Each chapter names its sources, and the complete index appears at the end.

What is deliberately not in it

- No projections, forecasts, targets, or timelines.
- No share price, market capitalization, valuation, or price commentary of any kind.
- No characterization of prior management beyond the specific obligations that were inherited and addressed.
- No claim about the operating platform that has not been verified against the platform itself.

A note on dates

This Company and its software subsidiary both change week to week. Every statement in this report is made as of the date on the cover and describes the position on that date. It is a dated record, not a standing claim, and the Company undertakes no obligation to update it.

AT A GLANCE

Eight months, *by the numbers*

Every figure on this page is drawn from filings this Company has already made public. Each is explained in full in the chapters that follow.

$423,000

Total liabilities retired

A nine percent reduction against obligations inherited at the change of control.

$458,000

Court judgment extinguished

A $688,000 stipulated judgment settled at $230,000, recorded as a non-cash gain.

$264,227

Conceded by a former officer

Against his own claim for unpaid compensation, in a Section 3(a)(9) exchange.

59%

Accounts payable reduction

From $465,770 down to $189,131 in the period.

415,000,000

Dilution overhang removed

Options cut 82 percent and every outstanding warrant resolved. Shares that can never be issued against your position.

$411,361

Legacy liabilities eliminated

Discontinued-operations obligations removed from the balance sheet entirely.

9

Filings made

Every scheduled period since the change of control, without exception.

1

Operating subsidiary built

Incorporated in Delaware, wholly owned, with its own EIN and assigned intellectual property.

8

Technology disclosures published

Of an ongoing twelve-part series, function by function, including the platform's own limitations.

$0 *Shares issued under either restructured note. Neither has been converted, and neither has created a single share against the existing holders.*

CHAPTER ONE

What was *inherited*

On December 4, 2025, control of the Company changed. This is what came with it.

The Company that changed hands on that date was not a business. It was a set of obligations. It had been administratively dissolved by the State of Wyoming two years earlier and reinstated the following month. It carried `$4,670,425` in total liabilities. It had no operating business, no revenue, and no product.

Two former officers held claims for unpaid compensation totalling `$1,280,341.06`. A stipulated judgment of `$688,000` stood against the Company and its former chief executive in an Illinois court. Three hundred and sixty-five million out-of-the-money options and fifty million warrants sat over the share count. A Washington State securities order entered by default in August 2024, for conduct in 2021, remained unsatisfied and had already cost the Company its state exemptions.

The records went back only so far. Documentation for a Regulation A offering conducted in 2022 was incomplete, and the two people who had run it no longer worked there.

> *The Company did not inherit a business. It inherited an obligation to fix one.*

The opening position

TOTAL LIABILITIES	OPERATING REVENUE	DILUTION OVERHANG
$4,670,425	**$0**	**415,000,000**
At the change of control	No business, no product	Options and warrants over the share count

What follows is what was done about it. Every figure is drawn from a filing the Company has already made public.

CHAPTER TWO

What we have *retired*

Before we could build the future, we had to confront the past.

When control changed on December 4, 2025, Lavish Enterprises inherited millions of dollars in obligations created before current management arrived. Over the eight months that followed, we began working through those obligations one by one.

This was not glamorous work. It was necessary work. Every settlement reached, liability reduced, warrant resolved and option eliminated improved the foundation beneath the Company.

THE RECORD	INHERITED		NOW
Alta Waterford, LLC Stipulated judgment settled and dismissed. The $458,000 reduction was recorded as a non-cash gain on extinguishment.	$688,000	→	$230,000
Former CEO accrued compensation Reduced by $264,227 through a Section 3(a)(9) exchange.	$764,227	→	$500,000
Former CFO accrued compensation Cash obligation exchanged under the same structure.	$516,114	→	note
Legacy discontinued-operations liabilities Eliminated.	$411,361	→	$0
Accounts payable Reduced 59 percent.	$465,770	→	$189,131
Out-of-the-money options Reduced 82 percent.	365,000,000	→	65,000,000
Outstanding warrants Resolved in full.	50,000,000	→	0
Total liabilities Approximately $423,000 retired while 415 million shares of option and warrant overhang were removed.	$4,670,425	→	$4,247,425

The two compensation notes carry a twelve-month holding condition, no interest until maturity, and conversion only with the Company's written approval. **Neither note has been converted, and no shares have been issued under either.**

> *The cleanup is not finished. But the direction is clear, and the work continues.*

Source: Quarterly Report for the period ended May 31, 2026, filed July 14, 2026.

What we have *restored*

Before shareholders can evaluate a company, they need a record they can trust.

One of management's first priorities was restoring the Company's reporting discipline and corporate record.

Since the change of control, we have filed every scheduled reporting period without exception. Supplemental disclosures have been used to document material corporate developments as they occurred, including the FleetPath acquisition, formation of FleetPath Technologies, Inc., assignment of intellectual property, commercial location-services agreements, and settlement of the Alta Waterford matter.

FILED	FILING	PERIOD END
2026-07-14	Quarterly Report	2026-05-31
2026-06-29	Supplemental Information FleetPath Technologies formation, 100% ownership, IP assignment	2026-05-31
2026-06-03	Supplemental Information Commercial location services agreements	2026-05-31
2026-05-27	Supplemental Information Alta Waterford settlement and related advisory engagement	2026-05-31
2026-04-14	Quarterly Report	2026-02-28
2026-03-04	Quarterly Report	2025-11-30
2026-03-04	Management Certification	2025-08-31
2026-03-04	Supplemental Information	2026-02-28
2025-12-08	Supplemental Information	2025-12-08

The corporate record

DATE	ACTION
2026-01-02	Corporate name changed to Lavish Enterprises, Inc. by Articles of Amendment filed with the Wyoming Secretary of State. Amendment ID 2026-006289517
2026-01-21	Qualified to do business as a foreign corporation in Nevada.
2026-02-23	Transfer Agent Services Agreement executed with Dynamic Stock Transfer, Inc. Ratified by board consent May 9, 2026.
2026-08-05	2026 Wyoming Annual Report filed, correcting the state officer and director record to reflect the full board.

As of August 5, 2026, Lavish Enterprises, Inc. is recorded as **Active** by the Wyoming Secretary of State, with Tax, Registered Agent and Other standing each reflected as **Good**.

> *A public company cannot build credibility without first rebuilding its record. That work is underway.*

CHAPTER FOUR

From cleanup to *creation*

Retiring legacy obligations can repair a company. It cannot create a business.

On May 7, 2026, that distinction changed.

Lavish Enterprises acquired exclusive, perpetual commercial rights to FleetPath, a software platform being built to address the operational fragmentation of the trucking industry. The transaction was disclosed as a related-party transaction.

FleetPath represents the operating business we are working to build underneath Lavish Enterprises.

DATE	COMPLETED
2026-05-07	FleetPath acquisition closed. Kevin Pachacki appointed director and Co-Chairman.
2026-05-26	Evaluation agreement executed with HERE Technologies via Grey Matter.
2026-06-25	FleetPath Technologies, Inc. incorporated in Delaware. File No. 10675563
2026-06-29	Subsidiary confirmed wholly owned. Intellectual property assigned to it.
2026-07-11	Employer Identification Number issued. EIN 42-3767512
2026-08-01	The HERE evaluation converted to a **paid commercial software license**, executed weeks before the evaluation term concluded.

We are showing shareholders the product as we build it

Beginning June 25, we committed to a twelve-part weekly technology disclosure series. The purpose was not simply to tell shareholders that FleetPath exists. It was to begin showing, function by function, what has actually been built, how it is intended to work, and where its present limitations remain.

We have disclosed that certain compliance rules require human updating. That hours-of-service accuracy depends on connected ELD data. That highly complex oversized-load permits may deliberately involve human review, and that agency filing processes cannot always be automated.

> *We believe credibility is strengthened, not weakened, when management is willing to tell shareholders where technology ends and human judgment begins.*

What we have *built*

Eight disclosures. Seven parts of a carrier's operation. One connected platform.

Documents
Jun 30

Turns a photograph of trucking paperwork into completed office work, so a record captured in the cab does not have to be re-keyed.

Compliance
Jul 7

A fifty-state engine designed to keep a carrier in a condition to face a government audit on any given day.

Enterprise foundation
Jul 15

Authentication, role-based permissions, audit logging, governance and reporting, built for enterprise use.

Finance
Jul 21

Connects the operational record of a load to what is billed and collected on it, addressing margin lost at the invoice.

Counterparty screening
Jul 28

Screens brokers and carriers for fraud and double-brokering, to surface bad actors before a carrier is exposed.

Location and mapping
Aug 3

A commercial location-services license with HERE Technologies, obtained through Grey Matter.

Maintenance and breakdown
Aug 6

A structured response from the moment a truck reports a fault through the carrier decision that follows, so a breakdown becomes a managed event rather than a scramble.

This is not a roadmap. It is software that exists, disclosed function by function and built to connect work a carrier has historically managed across separate systems, vendors and manual steps.

The platform is built and moving toward its initial controlled beta. The driver applications are in final testing, and the remaining third-party integrations are in review with the providers that have to approve them. The work in front of us is now operational: preparing to bring the first carriers onto the platform, with their own drivers, their own freight and their own data.

WHERE FLEETPATH STANDS TODAY

Built. Approaching controlled beta. Not yet commercially launched.

FleetPath is approaching its initial controlled beta, where the platform is intended to begin being tested in real-world trucking operations. We currently have no FleetPath revenue, no paying FleetPath customers and no completed pilot. Two carriers have provided verbal commitments to participate in the initial beta, and a letter of intent has been issued to a third. None has commenced.

The next milestone is not another description of the technology. It is putting the technology into real-world operations and learning from what happens.

The industry we are *building for*

FleetPath is being built for one of the largest and most essential industries in America.

$1T	500,000+	72.7%
Annual U.S. trucking revenue	**Active U.S. carriers**	**Of domestic freight by weight moved by truck**

FleetPath is not being built as another isolated feature inside that industry. The vision is to create the operating system a carrier can use to run its business.

From finding and accepting freight to truck-legal routing, dispatch, driver operations, compliance, documentation, permits, counterparty screening, maintenance, equipment visibility, accounting and billing, FleetPath is being designed to connect functions carriers have historically managed through separate systems, vendors and manual processes.

> *One carrier. One operation. One connected system.*

Fragmentation has a cost

$500M to $1B	Estimated annual cost of freight fraud and double brokering. Transportation Intermediaries Association, cited July 28, 2026
$448 to $760	Cost of unplanned downtime, per vehicle, per day. FleetNet America and ATA TMC, cited August 6, 2026
$2.336	Average marginal operating cost per mile. American Transportation Research Institute, 2025, cited August 6, 2026
15% to 20%	Share of carrier payments arriving with deductions or short pays. Cited July 21, 2026
48.2% / 62.4%	Maintenance handled in house by small fleets versus fleets of a thousand trucks or more. Cited August 6, 2026

Each represents a different problem, but they share a common characteristic: they consume time, margin or both. FleetPath is being built around the belief that connecting more of a carrier's operation into one intelligent system can give management greater visibility over the business and reduce the operational friction created when critical functions live apart.

FleetPath is built and approaching its initial controlled beta. It is not in live commercial use, and the Company currently has no revenue. Industry figures above describe the market in which FleetPath is intended to operate and are not projections or forecasts of Company performance.

CHAPTER SIX

What *remains*

We have made progress. We also have unfinished business. A credible shareholder report should show both.

ITEM	WHERE IT STANDS
Going concern	The May 31, 2026 Quarterly Report states that substantial doubt exists regarding the Company's ability to continue as a going concern.
Revenue	We have generated no revenue since the change of control. Net loss for the quarter ended May 31, 2026 was $337,155.
Remaining liabilities	$4,247,425 remained outstanding as of May 31, 2026.
Name and ticker symbol	FINRA denied the requested market-level name and symbol change on July 6, 2026 under Rule 6490(d)(3), citing the inherited Washington order. Our legal name is Lavish Enterprises, Inc.; the market continues to display our former identity.
Washington order	Entered by default on August 23, 2024 for conduct occurring in 2021 under prior management. Our exposure is a $30,000 fine plus up to $25,000 in joint costs. These amounts remain unpaid.
Regulation A	The 2022 offering conducted under prior management has concluded. Form 1-Z has been prepared and remains pending filing.
Audit	Our financial statements remain unaudited. Management intends to engage a PCAOB-registered independent audit firm, but no engagement has been executed.
Historical records	Reconstruction of records related to the 2022 Regulation A offering remains underway. Six purchases totalling $179,000 have been confirmed against bank records; subscription documentation for two has not been located.

Shares outstanding

AS OF	COMMON SHARES OUTSTANDING
May 31, 2026 per Quarterly Report	4,558,796,947
August 8, 2026 following the June 2026 issuance	4,625,463,613

We have identified an error in the share count currently displayed by OTC Markets and have instructed our transfer agent to correct it. The figures above are the Company's records.

> *These items are not footnotes to our story. They are part of the work required to build the Company we intend Lavish Enterprises to become.*

CHAPTER SEVEN

Where we go *from here*

The following describes management's present intentions as of August 10, 2026. They are not commitments, forecasts or guaranteed outcomes, and no timeline is stated unless expressly provided.

The work ahead falls into four areas. Two of them close out obligations inherited from before the change of control. Two of them build what comes after.

Finish the record

We intend to file Form 1-Z closing the prior Regulation A offering and continue reconstructing the historical corporate and financial record.

Begin the audit process

We intend to engage an independent PCAOB-registered audit firm when management believes the historical record is sufficiently reconstructed to support that process. No engagement has been executed.

Put FleetPath into the real world

We intend to commence FleetPath's initial controlled beta with participating carriers. The objective of the beta is simple: take what has been built, put it into actual trucking operations, identify what works, identify what needs improvement, and use those findings to prepare the platform for commercial launch. No commercial launch date is being stated, and no outcome is assured.

Keep building the company behind the technology

Management intends to continue strengthening Lavish Enterprises itself: its records, reporting discipline, compliance infrastructure, corporate governance and ability to provide shareholders with timely, complete and verifiable information.

> *None of these four is finished. All four are underway, and each one is checkable against the record as it happens.*

Judge us by the *record*

Eight months ago, current management assumed control of a company with approximately `$4.67 million` in liabilities, no operating business, no revenue, legacy litigation, regulatory issues and an incomplete historical record.

Today, the problems have not disappeared. But neither has the progress.

Liabilities have been reduced. A major judgment has been settled. Hundreds of millions of shares of option and warrant overhang have been removed. Every scheduled reporting period has been filed. The corporate record is being reconstructed. FleetPath Technologies, Inc. has been established as a wholly owned operating subsidiary. Its intellectual property has been assigned. A commercial technology agreement is in place. And FleetPath is approaching the point where we intend to begin testing it in real-world trucking operations.

> *We are not asking shareholders to judge this Company by where we say we are going. Judge us by what we inherited, what we do about it, what we build, what we disclose, and whether the record continues to move forward.*

There is still a tremendous amount of work ahead.

We know that. And we are doing it.

THE RECORD BEHIND THE REPORT

Sources

SOURCE	USED FOR
Quarterly Report, period ended May 31, 2026 Filed with OTC Markets July 14, 2026	All financial figures, the Alta Waterford settlement, the Section 3(a)(9) exchanges, options and warrants, going concern, shares outstanding at period end
OTC Markets Disclosure and News Service VXIT filing history	The filing record in Chapter Three
Wyoming Secretary of State Filing ID 2019-000879198, retrieved August 5, 2026	Name change, standing, annual report, dissolution and reinstatement history
Supplemental Information, filed June 29, 2026	Subsidiary formation, ownership, intellectual property assignment
Public announcements dated May 11, June 25 and August 3, 2026	The FleetPath acquisition and its related-party disclosure, the disclosure series, the HERE commercial license
Executed corporate documents	Section 3(a)(9) Exchange Agreements dated December 10, 2025; Unsecured Convertible Promissory Notes issued January 16, 2026; Delaware Certificate of Incorporation File No. 10675563
FINRA deficiency notice dated July 6, 2026 Case CAS05546I9M4W8Q5	The name and symbol change denial
Washington DFI Final Order S-23-3528-24-FO01 Entered August 23, 2024	The Washington matter and our exposure

> *Every material factual statement in this report is intended to trace back to the record identified here. If we got something wrong, tell us. We will check the source and correct the public record when appropriate.*

Notify the Company at info@lavishenterprises.net.

Market Fortress

marketfortress.app

The record is only the beginning.

Eight months into rebuilding Lavish Enterprises, the work continues.
FleetPath is approaching the real world.
Market Fortress is being proven inside the issuer using it first.
And we are building both with the same standard.

Trust. Integrity. Service.

IN MEMORY OF

Jens Dalsgaard

For Jens.

ALL GLORY TO GOD