

1. Can you explain the significant carryover from last year and what factors contributed to it?

Due to the May 1st fiscal year, the late submission, as well as some other factors, the document we submitted may not be able to tell the full story well. I will try to explain as best I can but if possible we can set up a meeting to go through it more thoroughly. As of Today, we have about \$49150 in our accounts combined, however, we have \$41453 in already approved reimbursements we are debited to our members. Since these reimbursements were not paid out of our account yet and at the time the university gave us a 1-year estimate on reimbursing these debts, it made more sense to put those expenditures this year as it would more accurately reflect our balance sheet. Our actual net account balance starting this build year is \$7698, which we saved to use on modifications and fixes to the vehicle. Again, I would like to set up a meeting sometime to discuss this matter, I have had quite a few meetings with faculty members to sort out our reimbursement speed issue since it is causing quite a bit of problems with how these budget sheets are laid out. Please let me know when you might be available to discuss this if possible, we have a solution prepared but I would like your input on it if possible.

2. Based on last years' experience, do you anticipate receiving sponsorship revenue this year?

This year we are anticipating a significant increase to sponsorship revenue. We have reworked our sponsorship package, our outreach team structure, as well as onboarded 15 new members from the DeGroote School of Business. Our target goal for this year is around \$12000 in sponsorship revenue. With the car being complete, it is much easier for us to reach out to potential sponsors as well.

3. Were the sponsorships primarily financial, or did they also include other forms of support?

Our main past sponsorships were all materials-based and not financial, meaning they provided tooling and materials such as composite fibers, discounts on electronics, discounts on machining costs, etc.

4. Your expected budgets for maintenance, PCG, and other categories are higher than last year. Could you outline some of the key expenses you're anticipating?

Since the submission was late, we had already incurred \$4100 of the administrative costs at the time of submission. These included 2 costs, \$2500 was from the McMaster Engineering Society to repair a small dent on their trailer which was damaged at the same time as our vehicle during extreme weather at the competition site, and another \$1600 was costs to remove the hazardous wastes produced during manufacturing within the MMRI space. These wastes (composite molds, resin waste) were biohazardous and could

not be normally processed by the university or on our own and thus had to be removed by hired professionals.

5. We noticed that your team isn't listed as a competitor on the ASC FSGP website, only as participants, and your name doesn't appear in the results. Could you clarify the situation? Our team participated in the 2024 FSGP this year, we, unfortunately, could not compete in the track race due to extreme weather which had damaged our vehicle alongside several other teams. We also had several delays from a few manufacturers we ordered from which did not arrive in time, thus we could not assemble those parts in time for the track race. However, we were fully able to test our vehicle at the scrutineering stations and we passed all green status on our electrical and battery systems first try. We were also able to get feedback from our mechanical inspector who gave us a detailed list of everything we needed to have ready for the 2025 FSGP.

6. How many test runs did your team complete before heading to the races?
As mentioned earlier, we did not have some of the parts ready for the track race, thus we were not able to bring the vehicle to a track to test it beforehand. We were able to run a few tests (3-4) before heading to competition, however at the time we did not have our aeroshell installed and the car was only moving at low speeds or placed on jacks and allowed to free spin.

7. Would it be possible to arrange an in-person meeting with a representative to view the car and discuss sponsorship ideas and expectations with FC?
Totally! I would be happy to further discuss sponsorship ideas with our new outreach team as well!