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IMMEDIATE RELEASE

DELTAWING SHARES NEW ROAD CAR MPG FIGURES AND ANNOUNCES PROTOTYPE DEVELOPMENT

If available today, DeltaWing® road car would be America's most fuel efficient automobile. Company launches two- and four-seat DeltaWing® prototype projects.

Sebring, Fla., March 20, 2015 – DeltaWing Technology Group, Inc. today released the results of an independent engineering analysis of a four-passenger road car concept based on the patented DeltaWing® narrow front track vehicle architecture that showed it would achieve an unadjusted EPA fuel economy rating of nearly 74 mpg Highway and over 57 mpg combined rating. If it was available today, it would be America's most fuel efficient internal combustion engine vehicle.

Indeed, those ratings based on an internal combustion, 1.4-liter gasoline engine would make the DeltaWing® four-passenger model even more fuel efficient than all of today's available hybrids.

Through a board-level relationship with the International Council on Clean Transportation (ICCT), DeltaWing Technology Group recently commissioned Meszler Engineering Services to model fuel economy performance of a four-cylinder, 138-horsepower DeltaWing® four passenger automobile. Meszler's proprietary computing model calculated from all available data points including weight, power, drag coefficient, frontal area, rolling resistance, and many more.

The efficiency and performance of the DeltaWing® vehicle architecture can be defined as a "green technology multi-tool." The architecture can accept virtually any current or future transverse engine powertrain and deliver significant fuel savings and green benefits when compared to traditional vehicle designs. The DeltaWing® platform also can be fitted with all-electric or hybrid powertrains; today's smaller and lighter high-efficiency gas, diesel and compressed natural gas (CNG) engines; and even tomorrow's hydrogen fuel cells. As a result, it can:

- Reduce EV range anxiety and help put more EVs on the road, further reducing emissions and helping improve air quality
- Further extend a diesel-powered vehicle's already impressive range.
- Reduce emissions from gasoline-powered vehicles by up to 42 percent
- And even extend the range of hydrogen fuel cell-powered vehicles

"I'm very pleased to see how this objective testing validates and even exceeds our initial estimates," said Don Panoz, DeltaWing Technology Group chairman and CEO. "This key milestone allows us to immediately move forward with our plans to build prototype two- and four-seat DeltaWing® vehicles and begin real-world testing."

Brian Willis, DeltaWing Technologies' newly appointed vice president, Engineering and Design, will lead the development of two- and four-seat DeltaWing® road car prototypes, as well as the testing program. Willis is no stranger to Panoz and racing. His 27-year career includes stints as senior designer for Williams Grand Prix Engineering Ltd., director of engineering for Élan Technologies' motorsports division, chief engineer for Panoz Motorsports, and technical director for Audi Sport Japan, winners of the 2004 24 Hours of Le Mans with the Team Goh Audi R8. Most recently, he was director of technical services for Multimatic Inc. in Canada.

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The DeltaWing Technology Group provides a wide range of design, engineering, manufacturing, and transportation technologies solutions and designs and builds race cars and exclusive luxury sports cars. The group includes DeltaWing Technologies Inc., DeltaWing Consortium, DeltaWing Manufacturing Co., DeltaWing Racing Cars, Panoz LLC, and an exclusive licensing agreement with Atlanta-based DHX Electric Machines Inc. for various transportation applications, all organized under four divisions: manufacturing, luxury automotive, electric and alternative-fuel transportation, and green automotive technology. DeltaWing Technology Group is based in Braselton, Ga.