

FORM 27

MATERIAL CHANGE REPORT

**SECTION 85(1) OF THE SECURITIES ACT (BRITISH COLUMBIA)
SECTION 118(1) OF THE SECURITIES ACT (ALBERTA)**

NOTE: *This form is intended as a guideline. A letter or other document may be used if the substantive requirements of this form are complied with.*

NOTE: *WHERE THIS REPORT IS FILED ON A CONFIDENTIAL BASIS, PUT AT THE BEGINNING OF THE REPORT IN BLOCK CAPITAL "CONFIDENTIAL". CONFIDENTIAL REPORTS SHOULD BE FILED IN PAPER FORMAT. UPON GENERAL DISCLOSURE BEING MADE, THE FORM 27 SHOULD BE FILED THROUGH SEDAR WITHIN 10 DAYS FOLLOWING SUCH GENERAL DISCLOSURE.*

NOTE ALSO THAT FOR A SEDAR FILING, THE PRESS RELEASE SHOULD BE FILED AS A SEPARATE DOCUMENT FROM THE FORM 27.

Item 1. Reporting Issuer

State the full name and address of the principal office in Canada of the reporting issuer:

REG TECHNOLOGIES INC.
#185, 10751 Shellbridge Way
Richmond, BC V6X 2W8
Phone: (604) 278-5996

Date of Material Change

March 13, 2001

Item 2. Press Release

State the date and place(s) of issuance of the press release.

March 13, 2001
Vancouver, BC

A copy of the Press Release is attached as Schedule "A".

Item 3. Summary of Material Change

Provide a brief but accurate summary of the nature and substance of the material change.

The Company and its U.S. subsidiary REGI U.S., Inc. announced that the following progress report has been received by our Chief Engineer, Patrick Badgley.

RAND CAM™ AIR CONDITIONING COMPRESSOR – The 25 cubic inch displacement air conditioning compressor is at Trans/Air awaiting testing.

RAND CAM™ HYDRAULIC PUMP – A special 2.5 GPM pump has been designed and is currently being fabricated for use in a hydrostatic transmission for the lawn and garden market.

RAND CAM™ AIR COMPRESSOR – A special 3.2 SCFM air compressor has been designed for a large fuel cell customer. The customer has reviewed the design and his comments are incorporated and final drawings are being prepared.

RAND CAM™ ENGINE – Analysis has been completed on a RAND CAM COLD TURBINE ENGINE to generate 1000 horsepower at 1800 rpm for the electrical power generation market. Preliminary drawings of this engine have been completed.

Item 4. Full Description of Material Change

Supplement the summary required under item 4 with the disclosure which should be sufficiently complete to enable a reader to appreciate the significance of the material change without reference to other material. Management is in the best position to determine what facts are significant and must disclose those facts in a meaningful manner. See also item 7.

The description of the significant facts relating to the material change will therefore include some or all of the following: dates, parties, terms and conditions, description of any assets, liabilities or capital affected, purpose, financial or dollar values, reasons for the change, and a general comment on the probable impact on the reporting issuer or its subsidiaries. Specific financial forecasts would not normally be required to comply with this form.

The above list merely described examples of some of the facts which may be significant. The list is not intended to be inclusive or exhaustive of the information required in any particular situation.

For a full description of the material change, see Schedule "A".

Item 5. Reliance on Section 75(3) of the Securities Act (Ontario) and equivalent sections of other jurisdictions

If the report is being filed on a confidential basis, state the reasons for such reliance.

Not Applicable.

Item 6. Omitted Information

Not Applicable.

Item 7. Senior Officer

To facilitate any necessary follow-up by the Commission, give the name and business telephone number of a senior officer of the reporting issuer who is knowledgeable about

the material change and the report or an officer through whom such senior officer may be contacted by the Commission.

John G. Robertson
President
(604) 278-5996

Item 8. Statement of Senior Officer

The foregoing accurately discloses the material change referred to herein.

Dated at Richmond, British Columbia this 16th day of April, 2001.

REG TECHNOLOGIES INC.

Per:

"John G. Robertson"

**John G. Robertson,
Director and President**

IT IS AN OFFENCE FOR A PERSON TO MAKE A STATEMENT IN A DOCUMENT REQUIRED TO BE FILED OR FURNISHED UNDER THE ACT OR THIS REGULATION THAT, AT THE TIME AND IN THE LIGHT OF THE CIRCUMSTANCES UNDER WHICH IT IS MADE, IS A MISREPRESENTATION.

SCHEDULE "A"

NEWS RELEASE

Reg Technologies, Inc. (the "Company")

SYMBOL: RRE.V / OTC BB: REG RF

PROGRESS REPORT ON RAND CAM™PROJECTS

For Immediate Release: March 13, 2001 – Vancouver, BC – Reg Technologies, Inc. (RRE.V / OTC BB: REG RF) and its U.S. subsidiary REGI U.S., Inc. (OTC BB: RGUS) wish to announce that the following progress report has been received by our Chief Engineer, Patrick Badgley.

RAND CAM™ AIR CONDITIONING COMPRESSOR - The 25 cubic inch displacement air conditioning compressor is at Trans/Air awaiting testing. Trans/Air is currently preparing a special test rig for this compressor.

RAND CAM™ HYDRAULIC PUMP - A special 2.5 GPM pump has been designed and is currently being fabricated for use in a hydrostatic transmission for the lawn and garden market. The pump including an integrated 12 Volt drive motor is scheduled to be completed next week. This pump incorporates the same new technologies used in the air conditioning compressor including the winged rotor and multi-piece vanes. The pump is designed for very low cost and is of all plastic construction. Production pricing has been obtained and we are very competitive according to our customer. Once the pump is completed, a large transmission manufacturing company will test it.

RAND CAM™ AIR COMPRESSOR - A special 3.2 SCFM air compressor has been designed for a large fuel cell customer. The customer has reviewed the design and his comments including type of drive motor, inlet and outlet piping arrangements and mounting considerations are incorporated and final drawings are being prepared. This compressor will also be of virtually all plastic construction and a prototype will be constructed very soon for testing and evaluation by the fuel cell manufacturer.

RAND CAM™ ENGINE - Analysis has been completed on a RAND CAM COLD TURBINE ENGINE to generate 1000 horsepower at 1800 rpm for the electrical power generation market. Preliminary drawings of this engine have been completed. A presentation has been prepared to visually demonstrate the technology so that we can generate interest and obtain funding to build and test this new engine. A dry run of the presentation was presented to a representative of one of the largest engine manufacturers in North America and the representative is assisting in setting up a presentation for top management. This presentation will be "taken on the road" and shown to major engine manufacturers and end users such as utility companies to solicit interest. Summarizing the presentation, the RAND CAM COLD TURBINE ENGINE compared to the best available MICROTURBINE ENGINE has 32 percent better efficiency and generates 91 percent more power from the same airflow while retaining all of the emissions advantages of the MICROTURBINE ENGINE.

An analysis has been started to show the potential of the RAND CAM COLD TURBINE ENGINE in aircraft application at the 400 horsepower output level so that we can work with several groups that have expressed interest in the Rand Cam Engine at this rating for aircraft and marine markets.

ABOUT REG TECHNOLOGIES, INC. / REGI U.S., INC.

Reg Technologies, Inc. jointly owns the worldwide rights to the Rand Cam™ rotary technology with its U.S. subsidiary REGI U.S., Inc. and is currently incorporating its latest winged rotor technology to dramatically improve sealing and reduce friction in the diesel Rand Cam™ engine. The Company is designing an oil pump for automobile transmissions for one of the big three car manufacturers in Detroit, as well as an air pump for the lumbar seats in automobiles and has filed for a patent for a Hydrogen Separator Technology.

The Company's goal is to license the technology and/or to participate in joint ventures to manufacture specific Rand Cam™ applications and the Hydrogen Separator Technology.

Contact:

John Robertson, President

1-800-665-4616

john@regtech.com

The Canadian Venture Exchange has neither approved nor disapproved of the information contained herein.