BC FORM 53-901F
(Previously Form 27)

British Columbia Securities Act ("Securities Act")

MATERIAL CHANGE REPORT UNDER SECTION 85 (1) OF THE SECURITIES ACT

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: Every report required to be filed under section 85 (1) of the Securities Act (the "Act") must be sent to the British Columbia Securities Commission (the "Commission") in an envelope addressed to the Commission and marked "Continuous Disclosure."

Note: WHERE THIS REPORT IS FILED ON A CONFIDENTIAL BASIS, PUT AT THE BEGINNING OF THE REPORT IN BLOCK CAPITALS "CONFIDENTIAL – SECTION 85", AND PLACE EVERYTHING THAT IS REQUIRED TO BE FILED IN AN ENVELOPE ADDRESSED TO THE SECRETARY OF THE COMMISSION MARKED CONFIDENTIAL".

Item 1: Reporting Issuer

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

REG TECHNOLOGIES, INC.
#1103 – 11871 Horseshoe Way
Richmond, B.C. V7A 5H5
Phone: (604) 278-5996

Item 2: Date of Material Change

State the date of the material change.

November 17th, 2003

Item 3: Press Release

State the date and place(s) of issuance of the press release issued under section 85 (1) of the Act.

November 17th, 2003
Vancouver, British Columbia

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

Item 4: Summary of Material Change

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

The Company reported the following information that appears in the industry newsletter WARD'S ENGINE and VEHICLE TECHNOLOGY UPDATE, November 1, 2003:

Power-dense diesel rotary begins Navy tests

A new air-cooled, axial vane diesel rotary engine smaller than a bowling ball and producing 1 hp for each pound of engine weight currently is undergoing testing by the U.S. Naval Air Systems Command.
Developed by the Milparts unit of Radian Inc., East Lake, OH, under license to REGI U.S., Inc., Richmond, BC, Canada, the diesel rotary, dubbed RadMax, represents the potential for a broad variety of civil and military applications. One of the first potential uses is for unmanned surveillance aircraft.
The engine develops 42 hp at 7,000 rpm, and consumption of JP8, JP5 and all diesel fuels is expected to be less than 0.4 lbs/hp-h. The engine in its current configuration operates at engine speeds above 2,000 and 3,000 rpm, which simplifies the design yet makes it suitable for aircraft and many other applications.
Design operating temperature is -5° to 120°F (-21° to 49°C). Noise is 60 dBA at 1,500ft. (457m). Common-rail fuel injection is 3,000 psi (207 bar).
The axial vane, multi-chamber configuration provides 12 or more combustion cycles per revolution of the output shaft, with virtually no vibration. MTBF (mean time before failure) is projected to be 5,000 hours, and the rotary is easily refitted with new seals.
An alternate, more-expensive version of the engine made of titanium is said to weigh 0.5 lbs. (0.2kg) per hp.
A spokesman for REGI U.S., Inc. says a broad range of aircraft, marine, stationary and vehicle (including hybrid) applications are being considered. GTL (gas to liquid) fuels and lubricants and bio lubricants are expected to contribute to the outlook for this type of diesel engine.
Preliminary information about the engine is available from the company at www.milparts.net/radmax. □ - Bob Brooks

Item 5: Full Description of Material Change

Supplement the summary required under Item 4 with the disclosure that 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.

This 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 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 describes examples of some of the facts that 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 6: Reliance on section 85 (2) of the Act

If the report is being filed on a confidential basis in reliance on section 85 (2) of the Act, state the reasons for that reliance.

Not applicable.

Instruction:

Refer to section 85 (3) of the Act concerning continuing obligations regarding reports filed under this subsection.

Item 7: Omitted Information

In certain circumstances where a material change has occurred and a material change report has been or is about to be filed but section 85 (3) of the Act will not longer or will not be relied upon, a reporting issuer may nevertheless believe on or more significant facts otherwise required to be disclosed in the material change report should remain confidential and not be disclosed or not be disclosed in full detail in the material change report.

State whether any information has been omitted on this basis and provide the reasons for any omission in sufficient detail to permit the Commission to exercise its discretion under section 169 (4) of the Act.

The reasons for the omission may be contained in a separate letter filed as provided in section 1.5 of the Rules.

Not applicable.

Item 8: Senior Officers

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 the Commission may contact that senior officer.

John G. Robertson
President
(604) 278-5996

Item 9: Statement of Senior Officer

The foregoing accurately discloses the material change referred to herein.

Dated at Richmond, British Columbia this 26th day of Nov. , 2003.

REG TECHNOLOGIES, INC.

Per:

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

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"

REG TECHNOLOGIES, INC.

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Richmond, BC V7A 5H5
Phone: 604-278-5996 Fax: 604-278-3409
Toll Free: 800-665-4616
www.regtech.com

NEWS RELEASE

REGI U.S., INC. REPORTS WARD'S ENGINE AND VEHICLE TECHNOLOGY UPDATE DATED NOVEMBER 1, 2003 REGARDING THE RAND CAM™ ENGINE

November 17, 2003. Vancouver, BC – REGI U.S., INC. (OTC BB: RGUS) and Reg Technologies, Inc. (TSXV: RRE, OTC BB REG RF) wish to report the following information that appears in the industry newsletter WARD'S ENGINE and VEHICLE TECHNOLOGY UPDATE, November 1, 2003:

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The engine develops 42 hp at 7,000 rpm, and consumption of JP8, JP5 and all diesel fuels is expected to be less than 0.4 lbs/hp-h. The engine in its current configuration operates at engine speeds above 2,000 and 3,000 rpm, which simplifies the design yet makes it suitable for aircraft and many other applications.

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Preliminary information about the engine is available from the company at www.milparts.net/radmax. □ - *Bob Brooks*

About REGI U.S., Inc. / Reg Technologies, Inc.

Reg Technologies, Inc. owns the worldwide rights to the Rand Cam™ rotary technology excluding the U.S. rights, which are owned by REGI U.S., Inc. The Company has designed and built an air pump for fuel cell applications as well as an air pump for the lumbar seats in automobiles. The Company has also built a compressor for air

conditioning units for buses. Radian MILPARTS (REGI Licensee) is currently planning tests for the 42 H.P. Diesel Engine at the Naval Air System Command (NAVAIR) to be used for unmanned vehicle systems. For more information, please visit www.regtech.com.

ON BEHALF OF THE BOARD OF DIRECTORS

"John Robertson"

John Robertson
President

Contacts:	REGI U.S., Inc	Investor Relations:
	John Robertson, 1-800-665-4616	Elite Equity Marketing/ John Campo, 410-321-5454