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# INTERVIEW WITH THE CEO:

JOHN ROBERTSON  
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## JOHN ROBERTSON: ON THE POTENTIAL TO CHANGE CONVENTIONAL MOTOR TECHNOLOGY



John Robertson  
Chief Executive Officer  
REGI U.S., Inc./Reg Technologies

*John Robertson is the Chief Executive Officer of REGI U.S., Inc./ Reg Technologies (OTCBB: RGUS) and has many years of experience as Founder, President, CEO and a Director of numerous development stage public companies in a variety of industries including technology, mining and oil & gas. His involvement with REGI U.S., Inc./ Reg Technologies dates back to 1992 when he realized the potential of the Rand Cam engine compared to conventional motor technology. Mr. Robertson spoke with Investor World on his way to a presentation to a variety of major industry experts.*

### **1. For those of us who don't know a lot about motor technology – what is the Rand Cam and why is it so remarkable?**

The Rand Cam is what's called a "rotary motor" which operates using vanes in place of the pistons that the existing internal combustion engine uses today. There have been some early versions of rotary motors in vehicles by companies like Mazda but rotary motors did not achieve widespread acceptance because there wasn't a lot of motivation to changeover. Now that energy prices have gone sky high and everyone is looking for alternatives we believe we have a superb solution. Our motors can generate 3 times the horsepower using an engine that has half the weight.

### **2. Some media reports have described the Rand Cam technology as "revolutionary". Is this true and if so why?**

In my opinion it is true. We developed this technology over almost 20 years of research and development and no other motor performs like it. The Rand Cam rotary engine increases the power efficiency by almost 600%. Another extremely important aspect is we have reduced servicing costs dramatically due to a fewer

number of moving parts in a motor from an average of 40 to 2 moving parts. In our discussions with sectors like the defense industry where servicing costs are enormous for things like jet engines they estimate they could eliminate a lot of maintenance costs and by using a lighter weight engine they can increase the load or add additional fuel to increase range.

### **3. What are the applications for the motor?**

The Rand Cam Engine can be used in any existing engine application that is used today by the piston engine. The number of potential applications for this is extensive. Most people don't realize how many motors we use in everyday life – from our cars to our lawnmowers to our home appliances to the planes we travel on. Everything from a weed trimmer to a jet engine needs a motor and we can apply our technology to any of these market sectors whether it is driven by gas, electricity, diesel or biofuel. As a matter of fact, the Rand Cam is the first rotary motor ever that can run on diesel which has some pretty significant implications in the industrial and heavy-duty equipment markets as well as consumer vehicles and possible defense applications.

**4. In general, what are the markets for Rand Cam and what is the size of those markets?**

Some estimates have put the size of the potential motor market at \$200-billion including the automotive, industrial, consumer and defense sectors. We like to think that wherever there is a motor there is a market for Rand Cam and it is hard to argue with the cost-benefits our technology brings to the table. We believe we can offer a major increase in performance and energy efficiency and major reductions in servicing costs. A simple example would be a company that makes generators – because Rand Cam motors are so much more durable they can achieve significant profit performance simply through the increase in power efficiency and the reduction in service and warranty returns because it is so much more durable and smaller in size

**5. Do you have any significant deals or agreements coming up that you can tell us about?**

We have signed several non-disclosure agreements with military and industrial concerns interested in the Rand Cam Engine. As more and more motor industry experts become aware of the Rand Cam technology the interest in our company seems to be growing everyday. We intend to announce the agreements we have in development when successfully completed. But I can tell you I believe we are in one of the most promising phases in the entire development of our company. A lot of the discussions we have underway right now show a great deal of promise.

**6. What is the competition like? Are there other similar competing technologies and, if so, what makes you different from them?**

There are other rotary motors around – the Wankel engine has been around for years. However, in our opinion, the Rand Cam takes rotary motor technology to a whole different level of performance and energy efficiency.

**7. You were recently recognized by NASA – can you tell us a bit about that?**

One of the most pressing concerns for modern air travel is congestion at major airports and a key solution is to set up short-hop low-cost commuter aircraft “taxis” from smaller regional airports into the major hubs. New York is a good example. JFK and LaGuardia are experiencing growing congestion and are looking at ways to have tourist and business travelers land at smaller outlying airports and then “ferry” in. NASA held a design competition for a prototype short-hop aircraft to meet this need for an economical short-hop commuter aircraft and the design using our motor was selected as one of the winning entries.

**8. Is Rand Cam patent protected and for how long does that protection last?**

Yes and we recently have extended our new patent application for an additional 20 years. This should have a major impact on our long term profit potential.

**9. How has the stock performed up to now and where is it going from here?**

Currently we have seen some very significant upswings in volume and share price. On a number of days recently it was one of the biggest gainers on the OTCBB. However I still see a lot of room for it to grow. In my opinion there is no reason why it shouldn't continue to increase on now that we are approaching the commercialization stage. So this is a very exciting time in the history of our company and it is the culmination of a lot of hard work by a lot of very good people.

**10. What are your plans moving forward from here?**

Now is a pivotal time in the development of our company because our final stage before the manufacturing of the prototype motor is just being completed by EBCO Industries which is a well known Canadian engineering company. We have also completed a considerable number of successful tests which appear to verify our claims as to the increase in operability, energy efficiency and power performance. When you combine these factors with the discussions we have in process with various market sectors we have an extremely exciting combination of elements all coming together at the same time.

Thank you.



For further information see [www.regtech.com](http://www.regtech.com) or contact Regi Investor Relations at 1-604-278-5996 or 1-800-665-4616.

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