

products in the United States and I request that steps be taken to terminate Brace International's illegal activity so that the American public will not be confused by illegitimate products.

With respect to the comment by the respondent that I had difficulties with my lawyers, I feel compelled to respond these under-handed suggestions. I am not personally aware of any such difficulties and respectfully request that this matter be solely oriented around the ownership issues and not collateral issues.

Should you require further information or documentation, please advise.

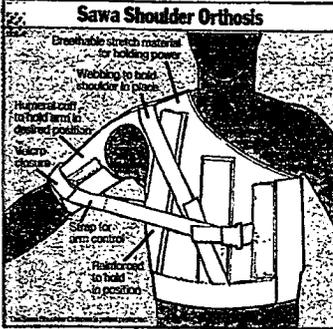
Dated this 2nd of November, 2007.

Thomas M. Sawa



Sawatacon – Dr. Thomas M. Sawa

- President, C.E.O, Director of Sawatacon



New brace protects while shoulder heals

By Lois Ketchum
Special to the Star

The Sawa shoulder orthosis (brace) is the latest effort to minimize the effect of injuries in hockey and other sports.

"Shoulder separations and dislocations account for 30 to 40 per cent of all hockey injuries," says Dr. James Sawa, a Michigan orthopaedrist who is one of five sport orthopaedrists in Canada.

"This does not replace good therapy or therapeutic recovery. It eliminates tearing of the shoulder and the skin irritation from wraps and tape that sport trainers are using now."

A unique joint

Sawa says it took seven years and \$125,000 to develop, plus a lot of expertise from Cooper Canada Ltd., the largest manufacturer of hockey equipment in the world. The brace was introduced by the Hood company at the North American Orthopaedic Association symposium in Newport Beach, Calif., just two weeks ago.

"The shoulder is a unique joint," Sawa said. "It is not connected to the body except by ligaments, capsules and muscles. It braces most joints immobilizes the joints totally; this just restricts the range of motion that causes the injury yet it allows a normal range in other directions. It acts like the casting ligaments and muscles surrounding the injured area."

Dr. James Waddell, chief of or-

thopaedics at St. Michael's Hospital in Toronto has seen the start, tight-fitting jacket.

"It has some merit," Waddell said. "It is not a piece of protective equipment like a football helmet. It is not for everyone, the fitting is critical," he said. "The idea is to add extra support to the shoulder while it is recovering."

Minimizes risk

Waddell says that after an injury there is a predisposition to further injury for up to six months.

"The biggest problem is these younger players who want to play right before they are ready and this minimizes the risk," he said. "It is a chokechain for the motion of the shoulder. The concept is to allow certain movement while healing."

Waddell says he has seen some of Sawa's patients and they report the brace is comfortable.

The material is a hypo-allergenic blend of cotton and rubber and comes in five sizes from small (up to 34-inch chest) to the extra large (41 to 48 inches). It is washable in cold water, dries just under 30 minutes and should be fitted by a physician, therapist or special fitters in medical or medical sports stores.

Hood representative Ray Christie says the company is looking at manufacturing the brace from neoprene as well, which would allow continuous use and gives it to use it.

New rules dangerous, Petty says

Slowing cars down no solution, veteran NASCAR driver claims

RANDLEMAN, N.C. (AP) — Richard Petty is sure all over in the aftermath of a terrifying crash during last Sunday's Daytona 500.

And NASCAR's all-time leading winner isn't too happy with the stock car racing body. During new rules imposed to slow the cars down in the interest of safety for making things even more dangerous in the race at Daytona International Speedway.

"The (Daytona) race we ran this year was a lot more dangerous than any other I've been to," said Petty, who has a handicap on his right leg to protect a torn ligament, the only injury he came away with after his Pontiac was nearly demolished.

"I can't do nothing regular," Petty said of the wreck on lap 156 of the 200-lap event. "I got to do things spectacular. It really looked bad."

Petty said he watched the last 20 laps of the race from a hospital waiting room after being treated and released.

Not a great race

"From my standpoint, it was not a great race," he said. "You can go on the interstate and watch cars run in a line. It was anticlimactic."

"The way we ran in the past, you might have one guy pull away, but you always had some people racing," he added. "You may have seen 17 cars on the lead lap (at the end), but you didn't see anybody doing any racing. At least in the past you expected to see somebody pull out and go for it."

NASCAR slowed the cars down at Daytona with a carburetor restrictor plate, restricting the flow of air and gas to the engine and cutting power by about 200 horse-power.

"It did not solve the problem," said Petty, 50, whose total of 200 career victories is over 100 more than any other active driver. "It did not solve the woods or getting cars in the line. The NASCARs need to go back to the drawing board."

Petty complained that to find himself running evenly with cars which normally are not competitive with the better cars.

"I may not be as good as I used to be, but I still got good cars," he said. "The only time I'm supposed to see these cars is when I lap them, and I'm back there running with them the whole race long. The bad part of the carburetors is you don't have any power and you don't have the ability to get out of trouble's." "My wreck took out a bunch of



Life saver: Veteran stock car racer Richard Petty inspects damage to the driver's "cass" which saved his life Sunday in a spectacular crash in the Daytona 500. Petty, shown at his workshop in Level Cross, N.C., suffered only a torn ligament in the crash, which nearly demolished his Pontiac.

cars because we're all running together and nobody can get away from each other. They (NASCAR) crashed more hazards and they did not solve what they wanted to do." The smelting body moved to

slow the cars after two frightening accidents in 1988 — one at Daytona and the other at Talladega, Ala. — nearly sent cars racing at more than 200 m.p.h. flying into packed grandstands.

For the July races at three (two tracks, a smaller carburetor was used to slow the cars by about 50 m.p.h. Then NASCAR decided to slow the 3,500-pound racers more with the restrictor plate.

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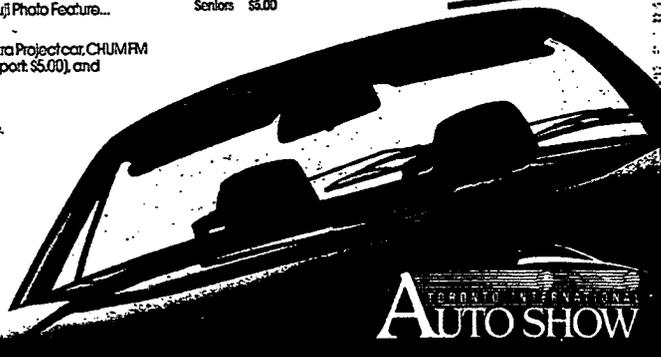
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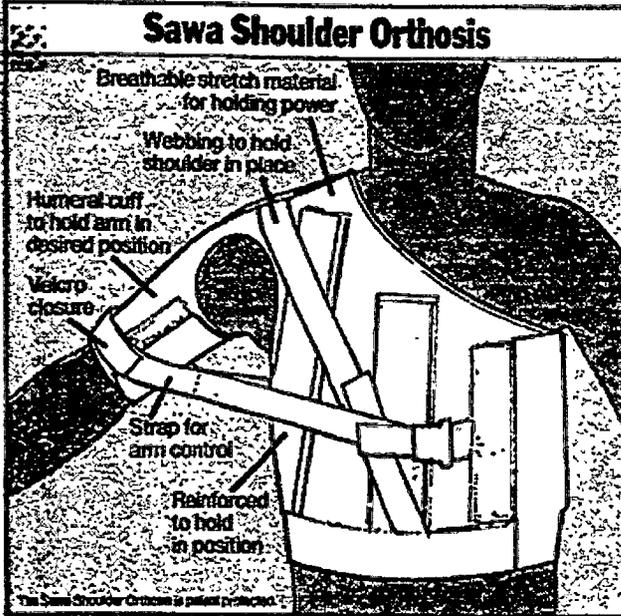
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AUTO SHOW



New brace protects while shoulder heals

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The Sawa shoulder orthosis (brace) is the latest effort to minimize the effect of injuries in hockey and other sports.

"Shoulder separations and dislocations account for 30 to 40 per cent of all hockey injuries," says inventor Tom Sawa, a Mississauga chiropractor who is one of five sport chiropractors in Canada.

"This does not replace good therapy or therapeutic recovery. It eliminates taping of the shoulder and the skin irritation from wraps and tape that sport trainers are using now."

A unique joint

Sawa says it took seven years and \$125,000 to develop, plus a lot of expertise from Cooper Canada Ltd. the largest manufacturers of hockey equipment in the world. The brace was introduced by the Hood company at the North American Orthopedics Appliance show in Newport Beach, Calif., just two weeks ago.

"The shoulder is a unique joint," Sawa said. "It is not connected to the body except by ligaments, capsule and muscles. Whereas most braces immobilize the joints totally, this just restricts the range of motion that causes the injury yet it allows a normal range in other directions. It acts like the existing ligaments and muscles surrounding the injured area."

Dr. James Waddell, chief of or-

thopedics at St. Michael's Hospital in Toronto has seen the short, tight-fitting jacket.

"It has some merit," Waddell said. "It is not a piece of protective equipment like a football helmet. It is not for everyone; the fitting is critical," he said. "The idea is to add extra support to the shoulder while it is recovering."

Minimizes risk

Waddell says that after an injury there is a predisposition to further injury for up to six months.

"The biggest problem is these young players who want to play again before they are ready and this minimizes the risk," he said. "It is a checkrein for the motion of the shoulder. The concept is to allow certain movement while healing."

Waddell says he has seen some of Sawa's patients and they report the brace is comfortable.

The material is a hypo-allergenic blend of cotton and rubber and comes in five sizes from small (up to 34-inch chest) to the extra large at 44 to 48 inches. It is washable in cold water, costs just under \$200, and should be fitted by a physician, therapists or special fitters in medical or medical sport stores.

Hood representative Ray Christie says the company is looking at manufacturing the brace from neoprene as well, which would allow swimmers and divers to use it.