



Dr. Stephen Dudley is one of the Midwest's leading ophthalmologists and Co-Medical Director at OptiVision Eye Care in Appleton, one of nine locations in northeast Wisconsin. Dudley also races vintage cars on open road rallies and on various grand prix circuits.

Dudley earned his undergraduate in physics at Purdue University then went on to Medical School at the University of Wisconsin and an Internship at Buffalo General Hospital/E.J. Meyer Hospitals in New York. Prior to his residency, he served in the US Air Force having been drafted during the Vietnam conflict.

"I went into the service for two years in Goose Bay, Labrador, delivering babies and practicing general medicine at the NATO base there for US, UK, and Canadian contingents." Dudley said.

"I had some interesting cases in ophthalmology when I was in Labrador that leaked through the system and impacted my decision to go into eye care," Dudley said. "I discovered that babies were delivered between 12 and 4 a.m. - that also influenced my decision."

After the service, Dudley went into residency in ophthalmology at the University of Wisconsin Madison for three years.

Dudley, who is originally from Burlington, Wisconsin, didn't want to miss the surgical opportunities that were available in Wisconsin so he stayed in the state and started practicing in 1976.

SETTING HIS SIGHTS ON THE

After setting up practice in ophthalmology and bringing many firsts to the area and the surgical field, Dr. Stephen Dudley looks for more firsts abroad, in the field of vintage auto racing

PRIZE

Those opportunities and a penchant for uncovering novel ophthalmic technologies that have real world benefits formed the cornerstone of Dudley's practice style. The firsts in Dudley's practice are many, and perhaps the most memorable was performing the first laser vision correction procedure in Wisconsin in 1991.

Today that procedure, now known as LASIK, is a common alternative to glasses and contacts for correcting vision. Dudley offers a variety of services, but implant surgery, cataract surgery and LASIK are the most common.

Implant surgery or PanaSEE, involves the removal of the natural lens and the replacement of that lens with an intraocular lens (IOL).

"PanaSEE is the term used for multiple refractive technologies that correct optical difficulties people have with their vision," Dudley said.



There are three different kinds of intraocular lens (IOL) implant surgery offered at OptiVision, the Visian ICL™, the Restor and the Crystalens.

The Visian ICL™ lens implant is permanently implanted in the eye behind the iris and in front of the natural lens. The lens is intended to correct higher degrees of nearsightedness and farsightedness.

This type of lens is called a phakic IOL (intraocular lens) because the eye still has its natural lens. The IOL bends light rays to allow them to focus on the retina.

The Restor lens is also implanted into the eye, but utilizes different fixed visual zones built into the optic of the lens. The IOL in this technique minimizes glare and halos that are some-



times associated with night driving.

The Restor lens differs from the Visian in that it replaces the natural lens.

The Crystalens is an IOL designed with a hinge to allow the optic--the portion of the lens that one sees through--to move back and forth. The muscle within the eye relaxes or constricts the optic to focus on intermediate and near images while the remaining part of the lens remains stationary.

The Crystalens, like the Restor lens, also replaces the natural lens. Replacing the natural lens with an IOL is a procedure that usually takes less than ten minutes.

Once the eye is completely numbed with eye drops, a tiny incision is made on the side of the eye. Then, the natural lens is liquefied with an ultrasonic device, gently removed from the eye and the capsule that held the natural lens is fitted with the IOL.

LASIK, or Laser Assisted-in-situ Keratomileusis, corrects refractive errors and is another solution to nearsightedness, farsightedness, and astigmatism.

"During the LASIK procedure, I make a flap in the cornea which is lifted up, and an invisible, pulsing laser is then used to reshape the cornea," Dudley said. "After that process, the cornea flap is placed back down and adheres by its own accord without sutures."

Custom LASIK is a five minute out-patient procedure with a number of options for each patient to choose from. About 99% of refractive error cases make good LASIK candidates.

"With LASIK vision correction, people usually see well enough to drive the following day and they can also change their license restrictions," Dudley said. "From then on, there may be small fluctuations in vision for one to three months; three

months is the typical endpoint for vision stabilization."

Another non-laser vision, procedure NearVision CK (Conductive Keratoplasty) improves near vision in patients with presbyopia, an age related condition. It uses radiofrequency energy to reshape the cornea.

Dudley started racing after his two children became adults and moved out of their parent's home around twelve years ago.

There is no cutting or removal of tissue during the three-minute NearVision CK procedure. A small probe releases radiofrequency energy on the outer cornea to shrink small areas of cornea tissue, which creates a constrictive band in the periphery, increasing the overall curvature of the cornea.

"LASIK and CK are done at the office while IOL procedures are done at our Ambulatory Surgical Center in Oshkosh, at Appleton Medical Center or Theda Clark," Dudley said.

"I was always interested in racing but I always had other obligations and I didn't have the time," Dudley said. "I don't really have the time now either."

"I'm an amateur and I don't get paid to race, so my participation varies from year to year but this year I stayed in the US with the



Optivision



profile

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exceptions of Canada and Australia," said Dudley. "It's just the way things worked out but every other year we go to Europe."

The European schedule includes two very sought after entries of races. One is for historic cars in Monaco a week before the Grand Prix and you need to have just the right car to get in.

"Fortunately, I have one and that happens every other year," said Dudley. "The next is in 2006 so I'm applying and I have the expectations of getting in because I have an unusual car."

The other sought after race is in Le Mans, France. It is a 24-hour race and historical cars race every other year, the same year as Monaco.

"The incentive of racing in multiple events over there is, it makes it worth shipping the car over seas," Dudley said. "I prefer shipping, but it takes longer than flying and it depends on the state of the car's repair."

Luckily, Dudley has never lost any "baggage" during a transit overseas.

"There was a time a few years ago when I shipped a car from England to Florida and a year later, that same ship, with 5000 BMWs and Volvos on it, sank in the English Channel," Dudley said.

There are two kinds of racing in which Dudley competes: there are open road rallies and then there is circuit racing around tracks like Road America in Elkhart Lake. Circuit racing has a different feel in Europe.

"Europe has very famous tracks that have been around a long time." Dudley said. "It's a dream to go to them let alone race them."

Dudley has never had an accident in a circuit race. The vintage cars try to avoid hitting each other.

"It's considered not correct to trade paint," Dudley said.

In the other kind of races, open road rallies, competitors race from one point to another over one thousand miles.

"You have to arrive at a certain point within a certain window of time and then, when you get there, they often have special stages which are mostly hill climbs or mountain climbs," said Dudley. "So, you climb up a mountain road as fast as you can. They vary from one mile to fifteen miles."

Some of the European events combine mountain climbs with circuit racing.

"On a given day you, might do four special stages and do certain races on your way to put in your thousand miles to get to the end-

point," said Dudley.

On the open road races, drivers are allowed to have a navigator to read the road book and to tell the driver where to turn. Dudley's wife, Lynn, is his navigator.

"When we go off road on the hill climbs, she says that she's finished, but she always goes back for more," Dudley said.

Lynn speaks several languages. She's noticed that the English translation of the instructions in the road books is sometimes different than the instructions in the language of the county they are racing in.

"They're sometimes different to the point of being wrong," Dudley said.

There are also racers that chart out the course ahead of time, don't use original tires or use a special mixture of gasoline even though the spirit of a vintage race is to stay true to vintage conditions. Still, whoever gets to the endpoint in the least amount of time wins.

"That's the gist of it," said Dudley. "You just go as fast as you can."

Wemmers Motorcycle quarter

Lee Messer Quarter

Caring Angels half

Herling Clark
Quater

Schultz Pharmacy
Quarter

Brenda Fritsch
Full

Wrap Me Slender
Half