

TRUMPET HORNS

newsletter of the OHIO VALLEY REGION of the
Lincoln & Continental Owners Club



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Ohio Valley Region of the LCOC - Chartered 1964



*Ray Smigelski,
Director*

DIRECTOR'S MESSAGE

Dear Members:

Hi everyone! Hope you are enjoying your cars whenever the weather allows. It's time for the next three months of activities. It seems like we are getting less and less people coming, so if anyone has some ideas for activities, please let me know. Also, if you have something you would like to include in the newsletter, feel free to send it to the editor. I would like to welcome Ron Mihalek as a new board member and thanks to him and his wife, Karen, for hosting our July event. Board member, Walter Stockert, has been in the hospital and is now on the road to recovery. See you at some activities soon.

Ray Smigelski, Director, Ohio Valley Region LCOC

JULY OUTING - SUNDAY, JULY 14, 2013

SUNDAY, JULY 14th - A covered dish dinner will be held at the home of Ron & Karen Mihalek. They have graciously invited us to their home for dinner on Sunday, July 14th at 3:00 p.m. Karen and Ron will furnish the meat, drinks and table service. We ask that you bring a side dish or dessert. They have different things to see and do, so please call them to let them know that you will be attending. Ron & Karen Mihalek, 5168 Townsend Rd., Richfield, Ohio, 44286, 330-659-4208. Please mapquest or call for directions.

AUGUST OUTING SATURDAY AUGUST 24

We will meet at the Dennison Depot in Dennison, Ohio for lunch at the Trax Diner at 12:00 a.m. After lunch, we will go through the Railroad Museum (also known as Dreamsville USA). From there we will go to the Clay Museum in Uhrichsville, and then to Schoenbrunn Village in New Philadelphia for a walking tour. Nearby, the Creamery awaits us for a delicious ice cream cone. The day will end there unless anyone wishes to return to Uhrichsville McDonalds either to enter or view cars at their annual car show. Admission for a triple ticket for all three attractions is \$10.00 for seniors and \$15.00 for adults. Please call Jeanie James at 330-364-2408 by August 22nd so we may know how many will be joining us for lunch. Mapquest directions or call.



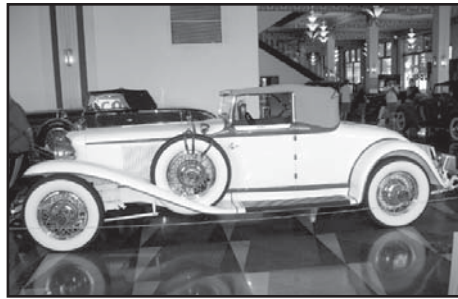
SEPTEMBER OUTING - SUNDAY, SEPTEMBER 8

SUNDAY, SEPTEMBER 8th - We will attend the 6th Annual CANTON CARNIVAL OF WHEELS in Canton, Ohio. Registration begins at 7:00 a.m. and there is a \$10.00 vehicle participation fee. There will be dash plaques for the first 400. Time of show is 10:00 a.m.-4:00 p.m. This show will be held at the Kent-Stark/Stark State Campus, 6200 Frank Rd., N.W., Canton, Ohio 44720. There will be plenty of food vendors and cars to see. For more information, map and additional information go to their website: cantoncarnivalofwheels.com.

Past Outing Updates

MAY OUTING: Our May activity to the Crawford Museum was very enlightening with our tour guide. We saw cars, cars, and more cars along with airplanes and the Euclid Beach Carousel which will be running shortly. Afterwards, we dined at Guarino's Restaurant in Little Italy, which is one of the oldest restaurants there. Those in attendance were: Ed Harants, Maryann & Ron Huffman and Sally & Ray Smigelski. Submitted by Sally Smigelski

JUNE OUTING: On Saturday, June 22nd, we met at the Hudson Museum in Shipshewana, Indiana. What an informative guide we had who was so knowledgeable of all the beautifully restored cars in the museum. We had lunch at the Bluebird Cafe and enjoyed the Amish hospitality. After retiring to our rooms at the



Hampton Inn to rest, we had a late dinner at Applebees. On Sunday, the 23rd, after breakfast at the hotel, we went to the Auburn-Cord-Duesenberg Museum in Auburn to enjoy 3 floors of outstanding cars and memorabilia. >From there, we toured the World War II Military Museum where we viewed very impressive displays of military vehicles relating to World War II. There was also a display of Carl Caspers vehicles that were made for movies and race cars and some beautifully restored automobiles. Before departing for home, we had lunch at Steak 'n Shake. What an enjoyable weekend we had. Those attending were Ray & Sally Smigelski, Bob & Jean DiCarlo, Scott and Mary Lou Hastings, Steve and Lina Himes and John & Jeanie James.



PLEASE VOTE FOR DAVID SAXON

David is a candidate for the 2014 National Board of Directors in the upcoming election. Dave has been a member of LCOC since 1975, OVR in the 1980's and Michigan Region in the 1990's. He has served on committees for both the 2003 & 2011 Michigan Region National Meets. David has attended over 25+ National Meets (1st in 1979), has served 3 terms as National Director at Large. During this time, he has been a member of all the committees and has served on the Board of Managers for the Michigan Region for a number of years. He has actively participated on all the committees both Regional and National and frequently attends National Meets. His knowledge and experiences will be a benefit to the entire membership, hopefully to gain NEW members and retain the existing membership base.

2013 Mid-America National Meet - September 3 - 8, 2013 - Tulsa, Oklahoma

Lodging available: Room prices for our members is \$91 per night, Room rate includes breakfast for two each day. Mention "LCOC" to get that rate. Cutoff Date: 08/21/2013. Hosted by the North Texas Region. Lodging available: Wyndham Tulsa 10918 East 41st Street Tulsa, Oklahoma 74146 (918) 627-5000. Contact: Carol Whitmire, H: 815.275.3079, E: allantegal@comcast.net

2013 Western National Meet - October 23 - 27, 2013 - Phoenix, Arizona

Lodging available: Coast Phoenix Sky Harbor Hotel 4300 East Washington Street Phoenix, AZ 85034 (602)-273-7778, (800) 716-6199. Hosted by the Arizona Region. Contact: Dave Jackson, H: 602.912.9438 E: dash_85283@yahoo.com.

MARKET PLACE CLASSIFIEDS

If you or someone you know has a Lincoln or parts for sale, or are looking for a Lincoln or parts, please call John James at (330) 364-2408 or email at j_james@roadrunner.com to place a free ad in our newsletter.

Your advertisement will run for four (4) issues. If your item sells, please contact John James.

POWDER COATING - Consider the perfect finish of powder coating to glamorize the "special" effect of your next project. Be it visible engine parts for your classic car, motorcycle and bicycle spoke wheels, the gun barrel of your home-crafted muzzle loader, or custom built latches and pulls on your kitchen cabinetry, you'll be proud of the final effect offered by powder coating. A large number of scratch resistant colors and finishes are available and can be applied to almost any surface. Call now for particulars. Ask for Kip: 440-243-8360, kas@sbcglobal.net.

FOR SALE - 1986 Lincoln Town Car, 74,000 miles - second owner, excellent condition, cold a/c, two-tone grey exterior. Everything works and runs great. Nearly \$4,000.00 invested - asking \$3,500.00. John Norris - 412-406-4141

FOR SALE - NOS/New parts and literature for 1936-1948 LZ/LC and 1969-1971 Mark III. Reasonable prices and satisfaction guaranteed. Please write your needs and/or ask for my free price lists. Earle O. Brown, Jr., 229 Robinhood Lane, McMurray, PA 15317. Telephone: (724) 941-4567 or Fax: (724) 942-1940.

PEEP MIRRORS - For all Lincoln and Ford 3 window convertibles. These hang on the inside "U" rails to allow vision down right side of blind spot, \$30.00. Please contact Walter Webb, North Canton, Ohio at (330) 433-0255.

LZ & LC FIBERGLASS PARTS - Exact copies! 1936-37 battery cover, \$165.00; 1940-41 air cleaner top, \$70.00; 1940-48 under grill nose pan, \$230.00; 1940-48 under radiator pan, \$230.00; 1938-48 clutch and brake pan, \$200.00, 1936-48; 1942-48 radiator air deflect tray, \$80.00; 1946-48 vacuum tank, \$200.00; 1940-46 hot air preheater (no brackets), \$95.00; 1938, 48, LZ & LC floor pan gasket set, \$45.00. All prices now include US shipping. Akins Service, 8425 Latto Road SE, Uhrichsville, Ohio 44683. Telephone: (740) 922-5738.

FOR SALE - 1989 Lincoln Towncar, triple silver, very clean, Southern car. NO RUST. Runs very well and garage kept. Approximately 130 XXX miles. Asking \$4,200.00. Call 216-362-1312. Doug Hess

BUY - SELL - TRADE - Lincoln parts 1942-1948. R. O. Hommel, 412-831-0411 or LC1946@hotmail.com.

FOR SALE - all available new, reproduction and used parts for restoration and maintenance of 1936-1948 Zephyrs and Continentals. Alan Whelihan, P. O. Box 221, Adamstown, MD 21710-0221; 301-874-5464, fax 301-874-2228; alan@vin-tageautowarehouse.com

FOR SALE - 1966 Chrysler Newport Convertible - No rust. Original top, but needs replaced. Mostly original paint. 383 engine, 72,000 miles. Price \$9,750. Contact Tom Akins - 740-922-5738

FOR SALE - 1990 Lincoln Town Car. Dark red exterior, red fabric interior. 150,000 miles. Solid body. No rust. Excellent original paint. Asking \$5,750. Contact Tom Akins - 740-922-5738.

FREE - Did you know that Hemmings Motor News has an internet index of back issues starting in 2004? Now you know, and that I have a full collection of the magazines starting with January of 1996. Know also that I will give you FREE this entire resource just for carting them away. Contact Dick Sprague, socrat80@att.net, 330-945-9492.

FOR SALE - 1978 Lincoln Continental Town Car, 4 door, Dove Gray, w/leather, 91,000 miles. Very good condition overall. The body is in good condition but in need of attention to a few areas of surface rust; motor and electrical in very good condition; vacuum system (for headlight eyelids) and power steering pump need attention. \$2,000 firm. Contact Jes Sellers (2nd owner) Cleveland, Ohio, 216-374-6231.

FOR SALE - 1975 Lincoln Mark IV, 28,000 miles, original in and out. Contact Wayne Schworm, Newcomerstown, Ohio, 740-498-7118

FOR SALE - 1979 Lincoln Versailles, 25,000 miles. Original in and out. Contact Wayne Schworm, Newcomerstown, Ohio 740-498-7118

FOR SALE - 1956 Continental Mark II - Restoration started. Disassembled, all parts included except No windshield. dark blue carpet, new in box, left-door wiring (NOS), 2 radiators, new full-leather hide blue (Nudo) - (2005 T-bird), Mark IV hubcaps - 1 excellent, 3 w/curb damage \$10,000.00. Call Robert Tracht, 419-433-2430 or e-mail: rjtracht@bex.net



Project X For Sale - After much deliberation, Mom (Lolly) and I have decided that J.E.'s "Project -X" a 1940 LC Cabriolet, modified, is going to be offered for sale. There are far too many details to list, it's been a 20+ year project. The short version is that it is further done than the picture would tell. It has been modified with a 2002 Crown Vic Police Interceptor Drive train, independent rear end, and electricals. Mustang GT front end, custom dash, Subaru SVX seats, Jaguar third brake lite, frenched in modern Ford door handles/latches, a "Carson" type top framework has been roughed out, and 41 LC grills and bumpers and trim re-plated by John Wright, etc. Serious inquiries should call our trim shop, Tailored Trim Service at 330-343-6835 M-F 9-5 EST ask for Lolly Roll or Jan Roll.

OHIO VALLEY REGION OF THE LCOC

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TRUMPET HORNS

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A Simple Way to prevent Blindzone Accidents

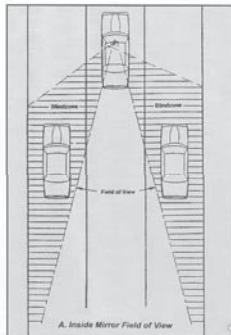
by George Platzer, Consulting Engineer and SAE Member

The Blindzone Hazard

Most of us learned about blindzones in a driver education class, and to look over our shoulders before changing lanes. Your first real encounter with a blindzone was probably when you tried to change lanes and got a horn blast in your car. The adrenaline instantly kicked in as you reversed your maneuver. Your heart jumped to your throat, and you suddenly felt hot as you realized you had just made a dangerous mistake. You asked yourself, "What happened? Why didn't I see that car? Did I forget to look?"

Lots of people make that mistake every year, and sometimes it results in more than just a horn blast. The National Highway Traffic Safety Administration (NHTSA) has studied a category of accidents they call Lane Change/Merge (LCM) crashes. They estimate there are 680,000 LCM crashes with 225 fatalities annually. A NHTSA study found that about 60% of drivers involved in LCM crashes did not see the other vehicle, and about 30% of drivers misjudged the position or speed of the other vehicle.

All LCM crashes cannot be blamed on the blindzones, but blindzones are extremely important. They are not well understood by the average driver, yet they are involved in every LCM maneuver.

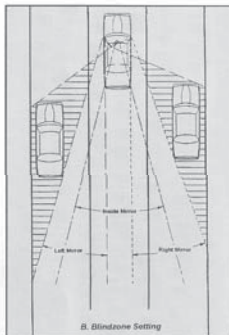


DRAWING A

How Blindzones Are Created

To understand why the blindzones are important, let's see how they are created. Most passenger cars are equipped with one inside mirror and two outside mirrors. The inside mirror provides the driver with the widest field of view and by far the most information about traffic to the rear. For this reason, drivers should consider the inside mirror their primary mirror. *Drawing A* is a scale drawing showing the inside mirror's field of view when it is centered on the road. The shaded regions are blindzones in which a vehicle cannot be seen in either the inside mirror or the driver's peripheral vision. To change lanes, you must turn and look into the blindzones to see if a vehicle is there.

Drawing B adds to *Drawing A* the fields of view of the two outside mirrors. These outside mirrors have been set so that the sides of the car are just visible. The field of view of an outside mirror is about half that of the inside mirror. Note that the outside mirrors have reduced the size of the blindzones, but have added



DRAWING B

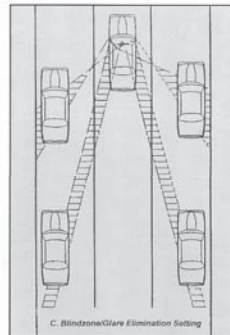
relatively little to the field of view seen in the inside mirror. Blindzones capable of hiding a vehicle still exist. With this setting of the outside mirrors, it is still necessary to turn and look into the blindzones when changing lanes. This setting is called the "Blindzone Setting".

Eliminating The Blindzones

Drawing C shows how easily the blindzones can be eliminated. The two outside mirrors are simply rotated outward to look into the *Drawing B* blindzones instead of looking along the sides of the car. There are now four mini blindzones, but none is large enough to hide a vehicle. With this new setting, it is no longer necessary to turn and look into the blindzones. All that is required is a glance at the outside mirror to see if a car is there.

The new mirror setting has five major advantages.

First, turning to look into the blindzones, which can be uncomfortable and annoying, is no longer necessary.



DRAWING C

Second, only a brief glance at the mirror is required to view the blindzone, as opposed to the longer time required when turning your head. At highway speeds, turning takes your eyes off the road for about 100 feet.

Third, glancing at the mirror leaves the forward scene in your peripheral view, while turning your head completely eliminates the forward view.

Fourth, the blindzones can be easily included in your visual scanning.

Fifth, at night, glare from the outside mirrors is virtually eliminated. The reason for this is that a following car's headlights are not visible until the car moves into the blindzone, and at that point, the high intensity portion of the headlamp's beam does not hit the mirror.

This setting of the mirrors is called the "Blindzone/Glare Elimination Setting", or "BGE Setting".

Using The New BGE Setting

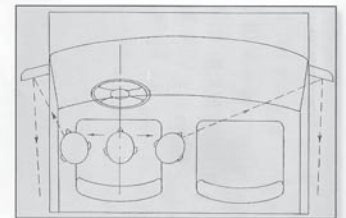
The BGE Setting requires turning the field of view of each outside mirror outward by about 15 degrees from the Blindzone Setting. For the driver's side mirror, this can be done by placing your head against the side window as shown in *Drawing D* and then setting the mirror to just see the side of the car. Do

the same with the passenger's side mirror, but position your head at the middle of the car. You should next check to see that the blindzones are truly eliminated. From the normal driving position, watch a car as it passes you. It should appear in the outside mirror before it leaves the inside mirror, and it should appear in your peripheral vision before leaving the outside mirror. This is your proof that the blindzones have been eliminated and that your mirrors are correctly set.

When changing lanes with the BGE Setting, you must first look in the inside mirror for vehicles approaching from the rear, then glance at the outside mirror to see if a vehicle is in the blindzone. A good rule to follow when changing lanes is that if you can see the entire front of a vehicle in the inside mirror, and that vehicle is not gaining on you, it is safe to change lanes provided there is no vehicle in the blindzone. This is similar to the rule used when passing, which says, wait until you see the front of the car you just passed before changing lanes.

The Blindzone Setting and BGE Setting are both useful. For most driving situations the BGE Setting is best. Occasionally, the Blindzone Setting is required. This will be true when the rear window is blocked by cargo, or if you are in heavy stop and go traffic and a car on your bumper blocks your rear view to adjacent lanes.

When driving with the BGE Setting, most drivers initially feel a sense of confusion with the outside mirrors. You are not sure where they are pointed; you miss not seeing the sides of the car; and you do not know how to interpret what you see. Don't give up. The confusion will go away, especially if you do a few simple things.



DRAWING D

First, understand that the inside mirror is truly your primary mirror. **THE INSIDE MIRROR SHOWS YOU EVERYTHING EXCEPT THE BLINDZONES.** Study *Drawing C*, and accept this fact.

Second, do not look at the outside mirrors except to see if a vehicle in the blindzone. **THE OUTSIDE MIRRORS SHOW YOU ONLY THE BLINDZONES.**

Third, if you are in doubt about the position of the driver's side mirror, move your head to the side window and check to see that the side of the car is just visible. For the passenger's side mirror, move your head to the middle.

It will take time to overcome your previous habits and accept the new way, but it will happen. Perseverance will reward you with a new dimension in driving which will enhance your safety and comfort.

George Platzer