

Horror brightens author's life

The Lutz family had dreamed of owning a house like the one they bought in Amityville three years ago. But almost as soon as they moved in, the dream turned into a nightmare. The house was alive with demons. The family lived in the house for only 28 days.

Jay Anson, a writer working on short feature films, says the story is true.

He wrote a book about what's been called the Amityville Horror, and it turned into the stuff nightmares are made of.

Riding on the high tide of public fancy, Anson's book has been reprinted in paperback after selling about 155,000 copies in hard cover editions.

Promoting his book in the Farmington area, Anson had little trouble coping with success.

"It couldn't have happened to a nicer guy," he said.

"I HAD a hunch, if (the book) would do well. But nobody would believe it would take off the way it has," said Anson, 35.

Success has helped him add to his collection of cashmere sweaters, as well as give him leeway to begin writing two other books.

But while Anson's basking in success, he adds that the horror that manifested itself in Amityville followed the project even after the book was published.

of the Amityville home, the demons who forced them to flee from the town followed them as they took refuge in the home of Kathy's mother.

They decided to give up their home and their family business and move west, according to Anson.

"They moved to California and they never went back to New York," he said.

"They left everything. They just everything. George sold the business that his father had left him. They wanted to be rid of Amityville."

So far nothing demonic has happened to them in California, according to Anson, who spoke to the family recently.

"There have been a few odd instances. Like George fell off his bicycle and the handlebars had been twisted away from the seat," Anson said.

"IT COULD have been an accident. He could have hit a bump. There's a lot that could be put to imagination. But there are too many instances beyond imagination."

In preparing for the book, there were a few peculiar incidents, according to Anson.

An editor picking up the first two chapters from Anson couldn't start his car for the return trip. When he opened the hood of the car, all of the lugs on the motor were loosened, according to Anson.

Another editor who had the manuscript in his possession drove over what he thought was a pothole. But a large water-filled ditch was in front of him, instead. The car sank but the editor and his son managed to escape.

When the car was recovered, everything was soaking wet except the manuscript, which was dry, according to Anson.

A reporter assigned to write a story about the book took Anson to the Amityville house for photographs. After the session, she went into the home while Anson headed back to his New York office.

When the reporter left the house, she



JAY ANSON

For George and Kathy Lutz, owners

Orchard Lk. Road due to be widened

By MARY LOU CALLAWAY

Widening of Orchard Lake Road from Twelve Mile in Farmington to Willoway in West Bloomfield may not be completed until 1982.

The fact that the Oakland County Road Commission (OCRC) will not complete the job in 1979 disappointed many of the 100 persons attending the project public hearing Aug. 2.

The 4 1/2-mile widening of Orchard Lake will be done in two phases. Financing is available for the first phase, but not the second.

OCRC Managing Director John Grubba says the county doesn't have funds for Phase II and there are no federal funds available for the project at this time.

"We've never built a bigger road project," says county highway engineer Paul Van Rookel.

Phase I, from Twelve Mile to Maple roads is to begin by June 1979 and be completed by November at a cost of \$4.6 million.

Cost figures aren't available for the 1 1/2-mile Phase II from Maple to Willoway roads, now tentatively scheduled for completion in 1982. Willoway is about 3/4-mile north of Walnut Lake Road.

Most of those attending the meeting at Farmington Hills City Hall were residents of West Bloomfield. They all voiced support for the widening, but complained of the delay in Phase II.

CIALS, representatives of civic and business groups and resident-drivers of the township's main artery joined police and fire personnel in stressing the importance of the Phase II stretch north of Maple Road.

West Bloomfield's police station and main fire station are just north of the two-lane section which will remain in its present condition for another four years.

A Pepper Hill condominium representative suggested paving Farmington Road to siphon off some of the traffic along Orchard Lake Road.

West Bloomfield Supervisor John Doherty sees

no improvement there for at least two years. As that road is more populated, developers will be asked to participate in paying costs.

Federal funds will pay 70 per cent of the widening project. Farmington Hills will pay 15 per cent, according to Farmington Hills City Manager George Majors.

The remaining 15 per cent will be paid by county funds with some yet to be negotiated, participation by West Bloomfield.

Cities collect their share of state gas and weight taxes for roads maintenance and improvements directly.

The county is responsible for township roads with some local sharing of costs.

The road widening is expected to serve anticipated traffic along Orchard Lake Road for the next 20 years.

IT IS ESTIMATED 30,000 cars per day travel Orchard Lake Road now.

During construction, temporary roads 13 feet wide will be used on both sides of Orchard Lake Road. These will be converted to eight-foot-wide non-motorized paths for pedestrians and bicycles after the roadway is completed.

Traffic lights and a median are planned at the Northwestern Orchard Lake intersection.

About 170 trees will be replaced or removed. A job will be engineered to preserve the historic Broughner farmhouse and copper beech tree between Maple and Walnut Lake roads.

In response to three speakers' urgings for a solution to the extension of Northwestern in West Bloomfield and M-25 in Commerce, cancelled by the state highway commission, Grubba said OCRC is not giving up its court fight.

"We intend to pursue our lawsuit against the state for the construction of Northwestern and M-25. We hope the highway commission and Gov. Milliken will change their minds," said Grubba.

If built, the two highways would be traveled by drivers going north-south and east-west, relieving local traffic, he added.

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Farmington Observer

Published every Monday and Thursday by the Observer & Economic Newspapers 36251 Schoolcraft, Livonia, Michigan 48150 Second-class Postage paid at Livonia, Michigan 48151 Address all mail subscriptions change of address, Form 3579 to P.O. Box 2428 Livonia, Michigan 48151 Telephone 261-3800

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