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Middlebelt School nixed for police station

By Joanne Maliszewski
staff writer

Middlebelt Elementary School has lost its bid for renovation as a new Farmington Hills Police Department. City Council members voted 6-1 Monday to forgo buying the empty

school on Middlebelt north of 10 Mile to provide roomier quarters for the 108 police employees who are working in a cramped 7,800 square feet.

Councilman Donn Wolf voted against notifying Farmington school officials the city was uninterested in purchasing the building for an estimated \$410,000.

"I hate to close the door on that option," Wolf said. "I do not think I have enough information now to say no to the school."

According to Carl Luckenbach and Robert Ziegelman, Birmingham architects removing the 41,000-square-foot school would cost the city approxi-

mately \$3,010,583. A new police department facility, on the other hand, including the purchase of at least two parcels near the city administrative center at 11 Mile and Orchard Lake roads, would cost an estimated \$3,251,812.

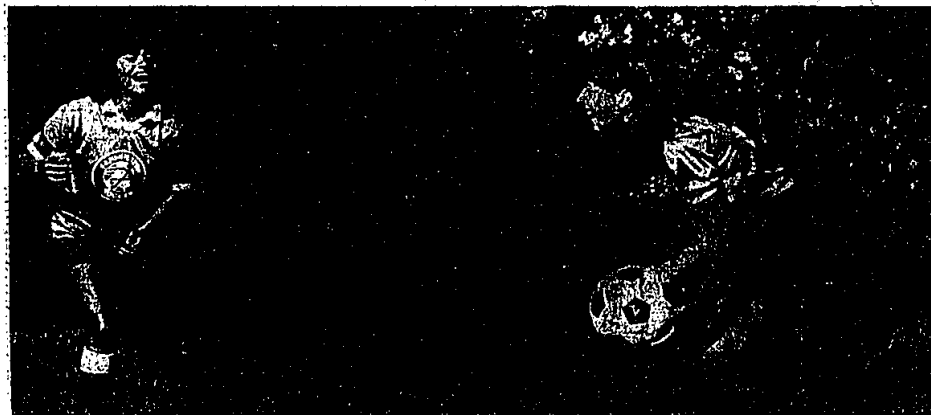
But when council members on June 8

succumbed to public pressure and rejected a 1.28 mill increase in local taxes — a tax increase that would have provided an initial \$1 million for expanded police quarters — they automatically forced themselves into looking for other methods of paying for the proposed project.

"I certainly don't feel our original scenario with the amount down (\$1 million) will be an alternative," said Assistant City Manager William Costick.

THE RECENTLY adopted 1983-84

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RANDY BORST/staff photographer

Winning smiles

Carrie Maier (left) of Farmington Hills, a native Colombian, has become used to her home in America since coming to this country four years ago. Two years ago we told you about how she felt

when she became a U.S. citizen. Today on Page 3A, you'll find out how she is doing. Here she plays soccer with friend Jenny Misors.

Drains updated with feds' bucks

By Joanne Maliszewski
staff writer

Farmington Hills' \$178,000 chunk of Federal Emergency Jobs Bill money will be used to pay for drainage and sidewalk improvements.

Without the federal money, which city officials must apply for by July 1 with a detailed list of projects to meet Department of Housing and Urban Development (HUD) requirements, the drainage projects would have to be

paid for with city funds, said Assistant City Manager William Costick.

Unlike Farmington, which will receive its emergency jobs bill money through Oakland County's Community Development Block Grant program, Farmington Hills receives its share as an "entitlement" directly from the federal government, Costick said.

So in applying for the money, city officials must meet the program's inter-

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oral quarrel

If you're chief, what would you cut?

Let's pretend for a minute. Let's imagine that you are the king or queen in Farmington or Farmington Hills and you can do with the budget anything you please. You don't need council approval. You make all the decisions about the budget.

MAKE POLICE, FIRE, PUBLIC SERVICES? PLEASE TELL US WHY?

To answer this question, call us at 477-5498. You will have 30 seconds to answer. You have until 1 p.m. Friday to respond. Be sure to look in Monday's Farmington Observer to see how your neighbors feel about this issue.

IF YOU HAD THE CHOICE, WHAT CUTS IN THE BUDGET WOULD YOU

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Battle of the Bars on tap for festival

By Joanne Maliszewski
staff writer

With any luck, this year's Founders Day Festival will be complete with your favorite bar or restaurant owner racing with a tray full of filled cham-

page glasses at the first Battle of the Bars on July 30 in the Farmington city park.

"The idea is to give a little show of the Farmington and Farmington Hills restaurants and bars," said Mountain Jack's manager Lance Smotherman,

Farmington Chamber of Commerce board member. "It should complement the parade."

Scheduled to follow the Founders Day Festival Parade, the Battle of the Bars is expected to begin about 1 p.m. with both bar and restaurant owners

and their staffs vying for plaques and trophies. The entry fee for the four contests is \$15 for each bar or restaurant.

Contestants will demonstrate their skills in pie eating, table setting, tray

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Locals rev up for sound of thunderboats

By Diane Gale
staff writer

A Farmington Hills-sponsored boat is promised to be faster than a speeding bullet, more powerful than a locomotive and will keep tall waves in a single bound in the 1983 Spirit of Detroit Regatta races, Sunday.

"This year is the year I feel we'll go all the way, and win the race," said the owner and driver of the boat, Dave Sutton.

Sutton, who is sponsored by Bob Tuttleman, owner of Tuttle & Associates printing company in Farmington Hills, plans to average 110 miles per hour with a high speed of 140 miles per hour.

The boat is consequently named Tuttle & Associates Special and will run in the Grand Prix class races.

The Grand Prix races will share the waters with the more popular Unlimited hydroplane boats. Grand Prix class boats, which usually run on airplane engines, have a smaller hull than the boats in the Unlimited races, which usually run on high-powered automotive engines.

Most of the spectators are primarily interested in the Unlimited races, "but we hope to change that in the future," Tuttleman said.

LAST YEAR, fuel problems caused Sutton, 41, to place second in the De-

troit races. Since that time Sutton has put in a lot of work on the 2-year-old, honeycomb aluminum boat.

Tuttleman is putting his money and faith in the boat coming in first this year.

"I've been involved in the Spirit of Detroit boat races for the last seven years, and I thought I'd like to get further involved by helping to promote the largest spectator sport in the U.S.," said Tuttleman, who estimates he'll spend \$1,000 on the promotion.

Some 750,000 spectators are expected at the races on Sunday.

"I saw the boat come in second last year, and I thought it would be a good year to put our company name on it," Tuttleman said.

Tuttleman's business isn't the only Farmington Hills name prominent in the races.

Bill Cook, a Buick dealer on Grand River, is providing 78 courtesy cars for race officials, mechanics and pit crews.

"Bill Cook thought it would be a good idea for two Farmington Hills businesses to get together and promote business," said sales manager David Oleski. "It's a good will gesture."

Providing the courtesy cars also is good business.

Beginning Monday morning the courtesy cars will be on sale at the Farmington Hills dealership. Cook got the cars at a discount price from General Motors for the promotional donation.

90 cars at a discounted rate, Cook said.

"We're looking at the same number of sales from this race," he said.

Sutton, who works as an installer for Western Electric says it's a full-time job maintaining the boat that carries a super charge, fuel-injected, Chevrolet engine.

"The boat rides like an airplane," Sutton said. "It's very smooth, except on the Detroit River, when it's rough."

Most of the boats in the race are made of plywood, but the aluminum model on the Tuttle & Associates Spe-

cial Grand Prix hydroplane makes it stronger, Sutton said.

"Turning on the super chargers gives the boat more horse power," he said. "But it's not as reliable as the carburetor or stock engines, which most of the drivers use."

The 23,000-pound vessel won first place in the Dayton, Ohio Grand Prix circuit last year. It was constructed in 1981 by Ron Jones of Ron Jones Marine in Kent, Wash. He was also the builder and designer of the popular Budweiser Unlimited hydroplane.

THE BOAT, motor and trailer are valued at \$40,000.

Sutton, who is married and the father of two children, began racing boats in 1958.

The first Unlimited heat will begin at noon and will be followed by the first Grand Prix heat. Each heat will take approximately 30 minutes. The time spans between the heats will depend mainly on the condition of the water.

The one- and two-thirds mile courses is between Belle Isle and Detroit.



RANDY BORST/staff photographer

Dave Sutton, who is proud of the Grand Prix class hydroplane he will drive on Sunday on the Detroit River, Bill Cook Buick of Farmington Hills

will provide cars for drivers and crews on race day.

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