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Officials ponder Ten Mile court prospects

By LYNN ORR

Ten Mile Elementary School may be leasing the 47th District Court offices in the near future, Farmington City Manager Robert Deadman and Farmington Hills City Manager George Majors can determine how to finance the project.

Converting the school, which closes in June, will cost about \$365,000, according to architect John Allen who presented the results of his feasibility study to both Farmington city councils last week.

Allen, who originally drew up the

plans for the school built in 1949, was appointed to conduct the study at a cost of \$900 two months ago.

In a joint meeting last week, the Farmington and Farmington Hills city councils directed both city managers to determine the yearly operation and maintenance cost of the proposed facility, as well as investigate methods of financing.

SINCE IT IS unlikely that additional federal economic development grants will be allocated in the near future, other methods of financing will probably be investigated, said a city spokesman.

Probable financing options include the sale of general obligation bonds (requiring a vote by the residents) or sale of building authority bonds (which would not require residents approval), the spokesman explained.

Allen's feasibility study projects converting the west wing of the elementary school into the courthouse.

The 11,900-square-foot facility would include two courtrooms, two judges chambers, jury rooms, probation department facilities, court clerical offices, record storage, a court reference library, and a security section

for prisoners awaiting a court appearance.

Exterior brick work and some sort of aggregate to close the existing windows is included in the proposed cost.

The projected cost does not include the purchase price of the property or any cost in leasing the building from the Farmington School District, which is closing the facility in June.

Farmingington school officials have not announced any formal plans for the building after the end of the school year.

"Our indication is that the school board is of an open mind as to the fu-

ture use of the building," said the city spokesman.

ALTHOUGH 47TH District Court Judges Margaret Schaefer and Michael Hand indicated preference for a newly constructed structure at an earlier council meeting in February, both judges have been seeking additional facilities for some time.

Currently, the two judges are housed in separate facilities at each city hall. The two judges switch locations every two months to handle case loads, encountering problems in locating files and assigning cases.

The court situation also violates a

Michigan Supreme Court ruling and can only be maintained on a temporary basis, Judge Schaefer said.

After the city managers investigate financing possibilities, a joint meeting among the two city councils and the Farmington School Board will be called to explore the options of acquisition, the spokesman said.

Use of the east wing of the building, which includes the gymnasium, may also be under consideration in the months ahead, he indicated.

Ten Mile Elementary School was built in 1949, with additions in 1952 and 1958.

It's a red-taped package

Residents face road hassles

By LYNN ORR

Living on a private road, a road owned by the residents of the street lacking city or county jurisdiction, can have its pitfalls in Farmington Hills.

Although private roads usually reflect their status—the road can be posted with "No Trespassing" signs and normally has little traffic—the residents are responsible for the road's upkeep.

Many residents on private roads are gladly willing to pay the price of seclusion.

But some residents have discovered that the price of upkeep cancels out the privacy advantage.

Giant piles and a sea of mud after every rainfall are the major characteristics of Cass, west of Farmington Road and south of Nine Mile in Farmington Hills.

Residents sometimes receive mail delivery every three days because the road is impassable, and many residents park their cars on Nine Mile and walk in to their homes on particularly rainy spring and fall days.

Most of the residents would like to see Farmington Hills assume responsibility for the road, but that process is complicated by historical and legal red tape.

The road, a 20-foot right-of-way from the center of the road is required—60 feet of right-of-way in all. When most streets are platted, drawn on an authorized map, the city or township's right-of-way is included in the platting.

When Cass received a supervisor's platting in the early '50s, only a 20-foot right-of-way 20 feet from the center of the road on each side was included.

"When this plat was recorded, standards, rules and regulations for recording were much less structured."

Farmingington Hills City Manager George Majors explains.

"If you have the 20-foot right-of-way, and if 31 per cent of the residents are willing to pay the bill, it's a relatively simple matter to make the adjustment."

However, 100 per cent of the residents' willingness to change the right-of-way is required, Majors says.

"If the overwhelming majority of the residents want the road paved and it was a problem of requiring one or two people to allow the right-of-way, you could probably convince the city

council to condemn the right-of-way."

That procedure would require the city council to go to court to condemn the property. The property would then be appraised and the court would decide what those residents should be paid for the right-of-way, Majors explains.

"THAT'S NEVER been done, but that's not saying it couldn't happen."

Cass residents Robert and Phyllis Brown have attempted to convince

(Continued on page 4A1)



A little lunch music, please

Sandy Rasmussen, Farmington High senior, looks over the school cafeteria juke box before settling down to lunch. For a look at what they're serving in Farmington school kitchens, turn to page 3A.

What's in a name?

Festival label is winner

After JoAnne McShane noticed an announcement of the Farmington Founders' Festival slogan contest in the paper, she began to play around with the thought of competing.

While she cleaned the kitchen of her Farmington home, Mrs. McShane and her son, Kelly, 10, batted around ideas for their entry.

"We fooled around with little rhymes and things and it just came out," she said.

Farmington's winning slogan came out of her kitchen. It declared, "Farmington—a place to know, a place to grow."

It was her second choice as an entry. Her favorite home-made slogan said, "Farmington—two cities that grew, one old, one new."

"It has more character," she said, "and a reward for her cleverness. She'll receive a \$25 savings bond from the Farmington festival committee. IN ADDITION, she'll be given a

place of honor in the Farmington Founders' Festival parade in July.

"I was supposed to go on vacation at that time," she said, "but we're staying for the parade."

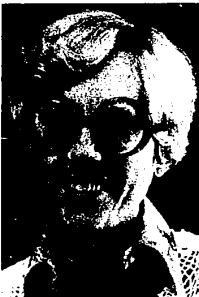
Since Kelly helped her out with the slogan, she's thinking of sharing her spot in the parade with him.

Asix-year resident of the city, Mrs. McShane believes it's a good place to raise children and meet people.

"Both of the cities are nice. They have different characters, but there are very pretty places in both of them where you can get to know people," she said.

"I like the old section of Farmington, with its historic homes. I like downtown Farmington, too," she said.

Besides being a contest winner, Mrs. McShane is the chairwoman of the City of Farmington Beautification Committee. She is the Health Chairman for Ten Mile Elementary School's PTA and attends Oakland Community College on the Orchard Ridge campus.



JOANNE MCSHANE

State awards grant to Hills ballet theatre

The Farmington Hills Michigan Ballet Theatre has been awarded a \$700 grant from the Michigan Council for the Arts.

The funds, which will be matched locally, will be used to host the National Association for Regional Ballet's Annual Craft of Choreography Conference scheduled for July 15-24 at Oakland University in Rochester.

Funds to support this project are part of an ongoing community arts program sponsored by the Michigan Council for the Arts, a state agency which derives its financial support from the State Legislature, the National Endowment for the Arts, and private contributions.

The Michigan Council was established in 1968 and assists a wide variety of cultural programs and services sponsored by community organizations and other groups throughout the state.

Beware of road repair

Residents driving around the Farmington area will find a number of road construction projects throughout the summer months.

To avoid the inconvenience of being tied up in a traffic jam, readers might want to make a note of these projects:

GRAND RIVER WIDENING: Beginning this month, Grand River between Drake and Hildred will be worked on throughout May. Work includes asphalt overlay, manhole and grate adjustments.

EIGHT MILE ROAD: Work already has begun on widening of Eight Mile, from Farmington Road to Merriman. The road has been closed off to all but local traffic. Completion date is scheduled for Oct. 1. Upon completion the

road will have five lanes, with the center lane being designated for left hand turns.

MAPLE STREET: Construction on Maple, already started, will be completed approximately at the end of May. The street is located between Grand River and Freedom.

FLORAL PARK: Construction began in the middle of April and will take approximately 45 days to complete. The program consists of removing and replacing deteriorated concrete on Shiawassee, Floral and Lilac.

FARMINGTON ROAD: Oakland County is working on an asphalt overlay form Farmington Road from Slocum to Grand River. Scheduled completion date is June 15.

By LYNN ORR

Writing is his profession.

So when he decided to take to the roads and join the citizens' band radio devices, former Farmington resident Larry Adcock had a built-in handle for CB communication—Ink Slinger.

Adcock was in town recently, while traveling the local talk show circuit to promote his first published book, "Not for Truckers Only," a guide to CB radio.

"The book is currently in its third printing, making something like 300,000 in circulation," he says.

"They tell me that mass market paperbacks like this reach a 'best seller' status at about the 750,000 mark, so I've got a hit to go."

He's not waiting around for his first book to top the lists, however, and his second book, an original paperback novel entitled "CB Angel," will be published in the fall.

"This one may become a TV movie and make me some serious loot."



Former Farmington resident Larry Adcock now has the Minneapolis skyline in view as he "sings ink" for a living.

WHEN THE CB industry really got going two years ago, Adcock used his connections with truckers acquired during the tractor strike in 1973-74 that he covered for a St. Paul newspaper. He started traveling with some trucker friends, acquired his own CB radio and began researching the CB lingo.

The result is a comprehensive book about the CB phenomenon, including a dictionary of CB terms and code numbers, designed to guide the novice through the CB lingo maze.

"I could barely understand the gibberish I was hearing," Adcock says of the first time he turned on his CB set. "I suffered from a case of what I thought was terminal mike fright for fear of making a fool of myself on the air."

Consequently, the major thrust of the book is making it easy for anyone to learn the ins and outs of CB radio.

SINCE ADCOCK doesn't expect to fill his literary niche with his CB books, he's writing his third book, a roman a clef (a novel loosely based on fact) and "my first serious work," he explains.

"I hope the CB books can be commercially successful. The idea is to underwrite the serious book I have under way, and so far, that's the way things are going."

Now working in Minneapolis, Adcock concentrates on his writing, keeping his hand in the newspaper trade by writing a weekly column for the Sun Newspaper.

With his daughter and wife Deena, he lives in a haunted house, vintage 1885, with numerous family pets. The publication of his first book has

initiated some amusing moments for him on the road, and he's already learned about instant fame.

"I did a television show in Cleveland—a 'Tonight' show set-up—where I was first up as it happened, got my two segments (about 15 minutes) and then shoved over to be entertained by the rest."

"Along came Eugene List, the concert pianist, Diane Von Furstenberg, the designer, and finally Dinah Shore. I felt like a real celeb until it was time for us all to leave the studio. We all walked down the corridor together to the lobby, then out the doors to our waiting vehicles."

"Three enormous black limousines were all lined up and waiting for the

three guests I mentioned, and one yellow cab driven by a guy with no teeth. Guess which chariot I took?"

Later on in the day, Adcock asked directions from a woman who said, "I saw you on television this morning. I don't know your name, but can I have your autograph?"

"Isn't television frightening?" Adcock said.

His old friends from Farmington will have a chance to see how he comes across on television when he makes his Detroit appearance on "In-Sight" next week, a program he taped while in Detroit a few weeks ago.

Or, if you're into CB, you can check out Adcock's info in his book available at J. L. Hudson Co. and other stores.

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Roots bring surprises
Editor Steve Barnaby learned a little about his ancestral background this week when a distant cousin from California paid him a visit. To see what a surprise he found turn to the editorial page 10A.