

County aims its surplus at \$250,000 more in roads

SBT reforms get bipartisan county plug

The Oakland County Road Commission will get a \$250,000 bonus this year.

Usually, the road agency has been getting a \$250,000 appropriation from the general fund, appropriated by the elected county board of commissioners.

But because last winter's weather damage was so bad, and because the county general fund ended the year with a modest surplus, the board of commissioners Thursday voted an

GOP 300 club sets reception

The Oakland County 300 Club, financial arm of the Republican Party, will hold a reception for members and guests at 5:30 p.m. today in the Bloomfield Hills City Club.

Featured speakers will be Jerry Roe, executive director of the GOP state organization, and Thomas DeCair, asslttr. assist. Milliken and a former White House staff member in the Ford administration.

extra \$250,000 for roads.

Thus, the road commission will have \$500,000 in general fund revenues to work with. Most county road commissions in Michigan get along on revenues from Lansing raised by state gasoline and weight taxes.

THE VOTE on the bonus funding was 15-4.

Some Democratic commissioners argued the general fund surplus should be used on "people" programs, such as the Crime and Accident Prevention program proposed by Sheriff Johannes Spreen.

But County Executive Daniel T. Murphy, a Republican like the board majority, argued for the road commission bonus "because it's a one year item versus a year-after-year-after-year program."

"You go broke when you have to put in more funds next year," which would be the case with the sheriff's special unit, Murphy said.

What roads will be improved must be decided by the county board's plan-

ning and building committee rather than the road commission.

SUPPORTING the bonus grant were these local commissioners:

Henry Hoot (R-Troy), Paul Kasper (R-Bloomfield Hills), Robert McConnell (R-Farmington Hills), John McDonald (R-Farmington), Lillian Moffitt (R-Bloomfield), Joseph Montante (R-Orchard Lake), Dennis Murphy (R-Novi) and John Peterson (R-Rochester).

Opposed were Ralph Moxley (R-Birmingham), Robert Page (R-Birmingham) and Alexander Perinoff (D-Southfield). Absent was Larry Perneck (D-Southfield).

The board resolution making the appropriation noted the Oakland County chapter of the Michigan Townships Association asked for the additional road funding. Township roads are all maintained by the county.

The resolution argued that "the cost of private and public vehicle repairs, including repairs to school buses, may well exceed the cost of unattended road improvements."

A resolution asking for reforms in the state single business tax (SBT) has been sent to Lansing by the Oakland County Board of Commissioners, which first repaired the original wording to give it bipartisan appeal.

The resolution, written by Commissioners Robert McConnell (R-Farmington Hills) and Robert Gorsine (R-Milford), supported "the governor's efforts to seek changes and provide tax relief for small, lower profit business."

The result, Thursday supported "the governor's and legislators' efforts." Gov. William G. Milliken is a Republican, and both houses of the legislature have Democratic majorities.

The county board, in a 23-0 vote, asked the legislature and senate finance committee to "give consideration to incentives for growth of labor-intensive industry in Michigan similar to the capital acquisition deduction for capital intensive. Such credit could be based on the increased number of persons employed or other payroll factors after eliminating the impact of inflation."

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Fred Porter, Assistant Staff Engineer, Vehicle Systems Engineering

"I'm responsible for optimizing the fuel economy of a car targeted for the 1980's. We're redesigning our cars because our customers need to have cars that are more fuel-efficient. Right now, we're working on a family-sized car which will yield better fuel efficiency by approximately 30% than the car it replaces, without sacrificing passenger comfort."

"The first thing you have to do when you want to optimize the fuel economy of a car is to examine where the fuel is actually being used. And what you'll find is that fuel is primarily used to push the air aside, to roll the

tires and to move all the components, like the fan and so on.

What we have done in this program is to take those components and analyze how much fuel is being used by each one. Primarily, we have concerned ourselves with weight reduction, the engine, aerodynamics, tires,

gears and component efficiency, pretty much in that order.

"The problem is that you have to identify the trade-offs that you're making. A tire that consumes less power, and as a consequence consumes less fuel, may be very desirable. But it also has to ride properly. The challenge is to make a car efficient and still comfortable."

"There is no reason why an efficient component must always cost more than an inefficient one. We have to optimize our vehicle from a fuel usage standpoint without causing the cost of the components to drive the price of a car beyond what the general public is willing to pay."

"It's very satisfying to be able to work on something that's important to the company and to the world as well. There aren't many programs that come along in an engineer's lifetime where he has virtually total freedom to exercise his skills. This is one of those projects, and it's very exciting."

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