

# Suburbanites gather to celebrate Motown movie

Emanuel L. Wolf, president of Allied Artists, took one look at the ballroom of the Renaissance Plaza last Thursday night and exclaimed "Wow, this is a beautiful room. Joe Levine would eat his heart out if he saw this."

The remark was one of many superlatives uttered during the Project Hope-sponsored world premiere of Harold Robbins' "The Betsy," a film loosely based upon Detroit's auto aristocracy.

"We live in Detroit and are proud of it," a line from the film, somewhat summarized the attitudes of almost 900 guests who paid between \$200 to \$500 per couple to attend the premiere.

The \$300 ticket holders sipped cocktails in the Standard Club prior to the screening then shared supper and dancing with the stars after the film concluded.

Meanwhile, the \$50 ticket holders, many of them knowledgeable auto figures, have been told their tickets didn't include champagne in the foyer of the hotel's three theaters then moved on to the London Chop House or the suburbs for a late night snack.

"Betsy" author Harold Robbins, who attended several "Betsy" related affairs with wife Grace, was so impressed with the view from Standard Club. Looking out the windows towards Windsor, he said, "This is like

to much. I can't believe it. The spirit of a revived Detroit."

"I love it," said Sheila Sloan, who was dressed from throat to heels in sable when she arrived with her husband Richard, owner of the three Renaissance theaters which simultaneously previewed the film.

Enthusiasm for the event and the place, ran high. Former New Detroit chairman Fred Matthaei Jr., of Bloomfield Hills, said "Did you ever see a view like that? As we drove into town the sun set behind the bridge and the river."

Matthaei's wife Betty, who recently opened a shop in Birmingham, was more interested in the hotel's retail operation. Dressed in a braided velvet by Urriah Heep of Aspen, she said, "The shops look great. I'll be back soon."

"They've pulled off the best one yet," said Sybille Schubert of Southfield when she arrived with her husband Doug, owner of one of the jewelry firm.

More praise came from Knart chairman Robert Dewar, who said he commutes regularly to downtown Detroit for dinner at his favorite restaurant: Hudson's president Ed Robb-affairs with wife Grace, was so impressed with the view from Standard Club. Looking out the windows towards Windsor, he said, "This is like

Edye Longyear, who quietly moaned at the thought of coming up with something to equal or surpass the premiere.

One young couple from Grosse Pointe asked simply "What's the big deal? We came to see the movie."

When the celebrities, including Robbins and actors Robert Duval and Tommy Lee Jones, arrived they were among some familiar faces. Many of the socialites had served as extras during the summer when the film being shot in Detroit. Others had been guests of the George Simons who hosted a cocktail party Wednesday for the visitors in their Grosse Pointe home, which once belonged to industrialist Wendell Anderson Sr. The house, a sprawling Italianate mansion, could well have been the film's Handeman manor.

During the pre-premiere cocktail party Robbins chatted with Pauline and Donald Young of Bloomfield Hills. He soon remembered that they had met previously when the Youngs' daughter Leigh Taylor-Young starred in another Robbins' saga "The Adventurers." Commenting on the youthful actress, Robbins told her mother "She's gorgeous."

The evening culminated months of preparations, during which co-chairmen Diane Schoenheit and Penny Simons traveled frequently from their Grosse Pointe homes to the Project Hope offices in Troy.

"I think we'll probably clear at least \$50,000 with this," said Diane days prior to the benefit. When checks at ticket requests continued to pour in, the committee made a hasty decision to allow an additional number of guests to attend the post-film dinner and receive complimentary tickets for later performances of the sold out film.

While the ticket committee, the hostesses, and other committee members were involved with arrangements, Phyllis Marra turned to the Center for Creative Studies for help with the completion of 50 mirrored table decorations for the supper dance.

Her reward came when she watched the shimmering replicas of the Renaissance Center snapped up at the end of the party, each one purchased with a \$100 donation to Project Hope. Among the takers were Kathleen DuRoss, who bought one as a Valentine's gift for Ford Motor chairman Henry Ford II. Land developer Alfred Traubman bought one, as did theater man Joey Nederlander, former Tiger star Victor Wertz, and Tom and Diane Schoenheit. Two more were purchased by Hughes and Hatcher and Hudson's. Still another was a gift from Phyllis to Grace Robbins.

Summing up the emotional pitch of the night Marilyn Berman of Southfield commented "Tonight it's really Hollywood."

# Drivers strive to make smiling faces

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Mrs. Belcher also operates a lost and found department on her bus. The long handle which operates the doors is decorated with lost mittens and gloves.

"They've been here for about a month. In the meantime, they keep my handle warm," she laughed.

Once the bus pulls out of the school yard, she insists on keeping the noise down to a manageable level.

"You can't blame the kids. The bus makes a lot of noise and when the heaters on, that makes a lot of noise, too. They have to talk about it," she said.

But she draws the line when noise level becomes so high she finds it difficult to hear street sounds.

"We must be able to hear sirens of the emergency vehicles at all times," she explained.

WHEN a busload becomes too loud or disorderly, Mrs. Belcher pulls over to the side of the road until order is restored.

If the situation continues, she turns the bus around and drives back to the school. An administrator will come out to the bus and instruct the children to be quiet, according to Mrs. Belcher.

"If they're making so much noise that I can't keep my mind on the road, then I'll turn the bus around. If they're screaming, shouting, throwing their hands out of the window, then I'll go back," said the sturdy brunette who wears a down hunting vest as part of her work uniform.

Her worse run had her in tears within 15 minutes of leaving the school. Her passengers insisted on screaming and throwing paper around the bus. She took the children back to their school.

Spitting and paper-wad throwing are forbidden on her bus, too. In addition to keeping the noise and activity down

to a reasonable level, Mrs. Belcher keeps an eye out for smoking, dope and alcohol on her bus. Teen drinking is a problem on the buses.

"They'll come onto the bus with a paper cup. When you look into it, you think that it's pop. Or, if it's clear, you assume it's water."

"ONE of my friends will tell you that there's vodka in the cup," she said.

Although she and other drivers cope with discipline problems, Mrs. Belcher insists that most students are enjoyable.

"They like to have you say something to them, even if it's just hello or good morning," she said, as she watched several passengers disembark.

Although bus drivers keep their routes for a year, Mrs. Belcher is far from bored with driving the same circuit.

She'll exchange greetings with parents on her route or watch with a grin as the collie in one of her subdivisions greets its young masters.

"I've never seen him bite anyone. He's there everyday," she said.

Driving a school bus has proved to be a good experience she said. She slipped into the job when two of her closest friends became drivers.

"It's an excellent job for a wife and mother. When I started this job, I had three small kids. When they're off from school, I'm off from school. It helped me become a better mother."

"It's helped me enjoy my children," she said. "I was raised strictly and I'm going through my first childhood now."

DRIVING a bus has given her a new perspective on the road, too. She's aware that many motorists react badly to buses.

"During the winter, you take up a

lane and a half and drivers think that because you're bigger, you can drive anywhere," she said.

That attitude has prompted some drivers to attempt to push school buses off the road, according to Mrs. Belcher.

"Many drivers hate a bus on the road. We're taught this in driver's

school," she said.

Part of the problem with motorists stems from a lack of knowledge about how to drive behind a school bus, according to Mrs. Belcher. Drivers seem to be unaware that state law requires them to stop 10 feet behind a school bus when it's flashers are operating.

## CITY OF FARMINGTON HILLS

### Summary of Proceedings City Council Meeting Special Meeting

January 16, 1978

The City Council of the City of Farmington Hills met in Special Session on January 16, 1978 in City Hall. Mayor Dolan convened the meeting at 7:30 P.M. Council Members present were: Alkateeb, Deacon, Jones, Smith and Sorenson. Mr. Oppert-Hausser was absent due to illness. Others present were: City Manager Majors, City Clerk Cairns, City Attorney Donahue, and City Planning Consultant Coates.

After Public Hearing, Special Assessment Roll for road paving at Nine Mile and Halsted Roads in the amount of \$236,840 was unanimously confirmed.

After Public Hearing, introduction of Amendment Ordinance #C62-110 a request to rezone approximately 7 acres located on the west side of St. Francis Street, north of Eight Mile Road, lots #801 through 606, Grand River Crest #2 Subdivision, from RA-4, Single Family Residence use to RC-2, Multiple Family Residential use was unanimously tabled.

After Public Hearing, the introduction of Amendment Ordinance No. C62-126 a request to rezone approximately 3.5 acres located on the northeast corner of Drake and Twelve Mile Roads from RA-1, Single Family Residential use to B-2, Community Business District use was denied by a vote of 5-1, Mrs. Smith opposed.

A Public Hearing to rezone approximately 3 acres located on the southeast corner of Thirteen Mile and Middlebelt Roads from RA-1A, Single Family Residential use to OS-5, Office Service use was postponed until February 20, 1978.

A Public Hearing to rezone approximately 5 acres located on the southwest side of Northwestern Highway, south of Thirteen Mile Road (lots 163 and 164 of Supervisors Plat of Woodcreek Farms No. 1) from RA-1A, Single Family Residential use to OS-1, Office Service use was postponed until February 20, 1978.

After Public Hearing Amendment Ordinance #C62-131 a request to rezone approximately 3.5 acres located on the south side of Nine Mile Road between Ruth and Lundy from RC-2, Multiple Family Residential use to RC-3, Multiple Family Residential use was unanimously introduced.

A Public Hearing to rezone approximately 5 acres located north of Nine Mile Road and west of Orchard Lake Road from RC-2, Multiple Family Residential use to RC-3, Multiple Family Residential use was postponed until February 20, 1978.

After Public Hearing, Amendment Ordinance #C62-127, a request to rezone approximately 75 acres located on the northeast corner of Eight Mile and Cass (lot #107, Farmington Acres Subdivision #2) from RA-3, Single Family Residential use to OS-2, Office Service use was unanimously introduced.

After Public Hearing, Amendment Ordinance #C62-128 a request to rezone approximately 1.2 acres located on the northeast corner of Eight Mile and Kenwood and Middlebelt from RA-1, Single Family Residential use to RC-2, Multiple Family Residential use was unanimously introduced.

After Public Hearing, Amendment Ordinance No. C62-133 a request to rezone approximately 75 acres located on the northeast corner of Eight Mile and Kenwood (west of Middlebelt), (lot No. 49, Brookside Park Subdivision) from LI-1, Light Industrial use to B-2, Community Business use was unanimously introduced.

Public Hearing date was set for February 20, 1978 regarding costs for sewer improvements on Moran Street.

Meeting adjourned at 10:21 P.M.

Prepared by: Floyd A. Cairns  
City Clerk  
Approved by: Jan Dolan  
Mayor

Printed February 13, 1978

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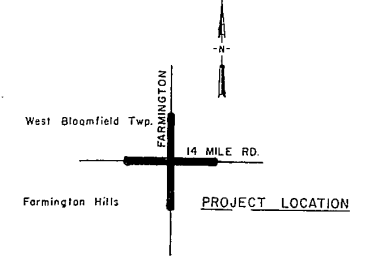
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## NOTICE OF PUBLIC HEARING OAKLAND COUNTY ROAD COMMISSION 14 MILE ROAD AND FARMINGTON ROAD (FARMINGTON HILLS AND WEST BLOOMFIELD TOWNSHIP) INTERSECTION PROJECT

The Oakland County Road Commission hereby gives notice of a Public Hearing at 2:30 P.M., Monday, February 27, 1978, at the Oakland County Road Commission Board Room, 31001 Lahser Road, Birmingham, Michigan 48010.

The purpose of the hearing is to present the design concept for the proposed intersection widening and signalizing of 14 Mile Road and Farmington Road, and to provide an opportunity to all interested citizens and elected officials to present comments and suggestions about said project prior to approval by the Board.

This project was initiated at the request of the Oakland County Road Commission and consists of a widening to three lanes (all legs), signalization, grading and drainage. Should right-of-way acquisition be necessary it will be purchased tentatively between March 1 and June 1, 1978. Bid letting for the work is scheduled for May 22 with construction proposed for between June 1 and October 30, 1978.



Copies of the pre-preliminary design sketch with proposed cross-section and intersection diagrams are available and may be obtained by contacting the Transportation Planning and Environmental Concerns Department of the Oakland County Road Commission at 31001 Lahser Road, Birmingham, Michigan 48010. (Phone: 645-2000). Copies will also be available at the public hearing. All written statements or exhibits to be presented at the hearing must be conveyed to the Board of County Road Commissioners at least 10 days before this hearing.

BOARD OF COUNTY ROAD COMMISSIONERS  
OF THE COUNTY OF OAKLAND, MICHIGAN

John R. Gnau, Jr., Chairman  
William M. Richards, Vice Chairman  
Fred D. Houghton, Commissioner  
John L. Grubbs, Managing Director

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