

Insurance agent takes on veteran pol

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but it is not insurmountable. It is imperative for the county to have an agency whose primary objective is the investigation of organized crime.

Moreover, it is important that the agency issue reports on a regular basis to permit responsible disclosure of information that would facilitate public and official analysis of organized crime activities. Also, these reports would serve as a check on potential abuse or inactivity of the agency.

AMENDMENT RAMIFICATION: If the Headlee proposal should pass, the county's main source of income, property taxes, would be limited to the rise in the consumer price index. New services or expansion of services would be financed by either eliminating existing services or by submitting the issue to the citizens for additional taxes.

If the Tisch amendment should pass, it would mean an immediate loss of revenue to the county between \$12 to \$20 million. Since the Tisch amendment would shift the taxing power from the local municipalities to the state, it is very likely that the operation of courts, community mental health, and the health department services would be taken over by the state, resulting in a critical loss of local control.

If both amendments should pass, the shift of local control to the state would be even more severe. Past experience has proved that services provided at the local level are generally better and more cost efficient.

COUNTY EXECUTIVE: I believe that we should continue with the unified government with an elected county executive because there is greater efficiency and accountability in management, more responsiveness

to citizen needs, less buck passing, and we have a better check and balance of powers.

Furthermore, with an elected single head of county government, we have a stronger voice on issues at the regional, state and federal levels.

Despite the improvements, we need the legislature to strengthen county government by amending Act 139 in order to correct the ambiguous language that has caused misunderstanding.

Autonomous boards and commissions must be abolished so that better accountability and cost efficiency can be achieved.

I surveyed counties across the nation who have had the unified government for a decade or more and found that it is considered to be a very responsive, effective and efficient form of government. Moreover, many counties in other states are readily adopting it.

CHIEF PRIORITIES: My priorities are:

- Hold the line on taxes and government spending, increase productivity and efficiency while gradually reducing the size of government.

- Work toward improving maintenance of roads and a better road system.

- Provide an affordable, reliable countywide public transportation system.
- Develop more sensitive consideration and approach to issues related to senior citizens.

- Protect our communities and environment through proper land use planning.

- Work with the legislature to abolish autonomous boards and commissions in order to increase accountability and efficiency, and reduce the number of commissioners serving on the board from 27 to nine members.

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Historical creations

Plant may produce Model A's

By W.W. EDGAR

If present plans materialize—and there is little reason why they shouldn't—replicas of the famous Model A Fords introduced to the motoring public a half-century ago will be built in the old Evans Products plant in the Plymouth Industrial Center.

They will be assembled by a new company, known as the Model A and Model T Motor Car Reproduction Corporation, owned and managed by Harry J. Shay, a 38-year veteran of automotive design and engineering.

The last remaining move to get the plant into operation is the signing of a lease and Shay, while stating that no final decision on plant location has been made, intimated that the Evans plant that has been idle for some time, is more than likely to be chosen.

"We have been studying the Evans plant for the past five months, and we were drawn to it by the facilities available in the Plymouth area. The decision is soon to be made because we want to start turning out the cars before year's end."

IF THE EVANS PLANT is chosen and the cars starting moving into the city as historical creations to celebrate the 50th anniversary of the famed model and the 75th anniversary of the Ford Motor Company, it will be the second time that Plymouth has boasted an automobile assembly plant.

Back in World War I, the Alter car was built in Old Village and the only one still left is on display in the Plymouth Historical Museum.

Shay hopes to build the first 6,500 cars for the Ford dealers around the country. Letters are being sent to each of them, explaining the operation and he hopes there will be a reproduction of the Model A in every Ford show.

room in the land. After that, he plans to have a model in every shopping mall in the country.

Because he is a self-confessed history buff, Shay took his first reproduction to Brighton a week ago and had his picture taken and printed in the Brighton Argus just as the original Model A was printed in the Brighton paper a half-century ago.

"I just wanted to duplicate history," he said, and then revealed the reason for his present plan to reproduce the Model A.

"I was walking down Woodward Avenue and spotted the old Ford plant in Highland Park where the first models were made. I was reminded of the two anniversaries and thought it would be great to re-live a bit of automobile history by reproducing them. The Model A and the Model T that preceded it are among the most famous automobiles ever built."

BORN IN DETROIT 53 years ago, Shay has been a close follower of the automobile industry and has worked at one time or another for each of the major companies.

His close attachment, plus his walk Woodward Avenue, planted the seed

for his present activity. He has been working on it for some time, but shielded it from the public with the hope that he could repeat the happening of 1927 when the Brighton Argus "scouted" the world with a picture of the first Model A.

Until a week ago, no one had seen the first of these reproductions, which was made in Livonia and Novi, except for executives from the Ford Motor Company and a few state officials.

The new company, Shay said, will produce about 40 cars a day and provide from 200 to 400 new jobs.

However, there will be no assembly line such as is seen in the plants today. Rather, there will be stations with a certain number of men in each station

for the assembly. As an added feature, the names of the assemblers will be etched in the frame of the vehicles to help make them real historical attractions.

The reproduced cars will be available through local Ford dealers, according to Shay, and the target price has been set between \$4,900 and \$5,900.

Asked if the new plant also was going to manufacture the parts, he emphasized that few companies manufacture their own parts these days. There are plenty of parts available, he said, to limit the new plant to assembling the cars that will be a throw back to one of the greatest events in the auto industry—the introduction of the Model A a half-century ago.

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