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Son's memory spurs family to seek justice

By M.B. Dillon Ward
staff writer

For more than two years, Joan Moran of Farmington has awaited the trial of Charles Bovee of Pontiac, whose van allegedly struck and mortally injured her son Nov. 29, 1979.

The long ordeal may end next month when Bovee is scheduled to come to trial in the accident which later led to her son's death.

David Moran, then 21, died July 16, 1980 of multiple head and internal injuries he sustained in the accident.

Moran and two companions were traveling after nightfall in a Ford Mustang which slid off the icy road, nose piled into a snowdrift in the median of the I-696 freeway near Orchard Lake Rd. in Farmington Hills.

MORAN WAS getting back into the car after pushing it out onto the inside shoulder of the expressway when he was hit.

Bovee was charged with manslaughter and bound over for trial after a preliminary exam before 47th District Court Judge Margaret Schaeffer on Feb. 27, 1981.

Legal motions by Bovee's attorneys have stalled criminal proceedings for what seems to the Morans an interminable period. The family has written countless letters to Oakland County Prosecutor L. Brooks Patterson lamenting the fact.

The case is now scheduled to be heard March 29 before Oakland Circuit Court Judge Richard Kuhn. However, a motion to dismiss the case based upon proceedings at the

preliminary examination is pending, according to Thomas Raguso, Bovee's attorney.

"THEY'VE RUN the gamut keeping this thing from being tried," said Ms. Moran. "These judges just sit back on their heels and make six-month adjournments."

During the preliminary exam, the police officer who was at the scene of the Moran accident testified that Bovee's speech was slurred, his eyes were watery and he could not recite the alphabet, added Ms. Moran.

"He wouldn't take a breathalyzer test because he said his mouth was injured."

"People have sympathy for drunk drivers. They say legal action would prevent them from getting to work.

Well, what if David had a family? That family would have no one going to work right now, because David is dead," she said.

"I'd like to see drunk drivers locked up during the week, and working in emergency rooms on weekends taking care of victims and seeing what they put families through."

In a letter to the Moran family, Patterson said that because his office handles nearly 12,000 warrants a year, he is unaware of the status of each case at any particular moment.

"THAT IS NOT to say that this office cannot take some action to see that the individual responsible for your son's death should in fact face criminal charges for his conduct."

"It would be a travesty of justice to

decline prosecution in this particular case," said Patterson.

The Morans have good reason to be frustrated with our system of justice, said George Constantine, Morans' attorney.

"These people lost their son, and they're looking to the justice system to do them right. They're entitled to some restitution. It's just a travesty that nothing has been done by now," he said. "It's absurd that someone can drive down the street and do this kind of damage."

"It's inevitable that Bovee will eventually have to face the criminal process, but in some way, the process is being avoided."

"Somehow, adjournments are being allowed."

IN RAGUSO'S opinion, justice is being served.

"I don't know what problems the Morans might feel they're having," he said. "They have their civil remedy, totally separate from the criminal charges, and I can't see where justice has been thwarted."

In answer to a question regarding the horrendous problem of drunk driving, Raguso said, "I'm not saying my client was drunk, but the problem of drunk driving is being dealt with effectively."

"The court system, prosecutors and judges handle it well by dealing with each case on an individual basis."

But it dumbfounds Constantine that someone can consume alcohol to excess, get into an automobile and drive it at reckless speeds.

Non-tariff bill would end soft trade policies

Congressman William Brodhead, D-Detroit, has introduced a "trade reciprocity" bill in the U.S. House of Representatives aimed at countries which impose non-tariff barriers to U.S. exports.

It expands the authority of the president to impose the same trade restrictions on a foreign country's goods as that country imposes on U.S. exports to the country.

"While I believe in the principle of free trade, this country can no longer afford to allow free access to our market while other nations set up a network of non-tariff barriers which make it virtually impossible for us to sell goods to them," said Brodhead, whose district includes Redford Township, Farmington, Farmington Hills and Southfield.

"We are currently experiencing devastating unemployment in the U.S. and a continuation of our ridiculously soft trade policies will only worsen the problem. We are losing jobs here, and providing jobs in Japan, Germany, Mexico and other countries."

RESTRICTIVE TRADE policies in other countries have a particularly damaging effect on our auto industry, Brodhead said. He mentioned export requirements of Brazil and Mexico which mean that U.S. auto firms doing business in those countries are forced to export a substantial portion of the products they manufacture there.

He also listed other foreign trade barriers which affect a broad range of U.S. exports. Among them are unrea-

sonable inspection and safety standards, flat prohibitions on U.S. banking and insurance companies from entering foreign markets, discriminatory shipping and licensing requirements, unrealistic emissions testing and local content laws.

Brodhead's bill and an identical bill introduced in the Senate by Sen. John Heinz, R-Pennsylvania, would add to the president's powers under the Trade Act of 1974 to respond to foreign government policies which restrict U.S. foreign investment or access to their markets.

In addition to his existing powers to impose duties or fees on the imports or services of such countries, the President would be authorized to impose counter measures which limit U.S. market access to foreign firms whose governments maintain similar restrictions.

These counter measures could include limits on investment, recommendations for regulatory restrictions by agencies such as the Civil Aeronautics Board and Federal Communications Commission, and adjustment of U.S. government procurement policies.

"Hopefully this bill will not lead to the creation of a whole series of new trade barriers by the United States," said Brodhead. "Instead, it will encourage us to look for other countries that will lead to the removal of restrictions on U.S. trade and to more uniform trade rules throughout the world."

The bill will be referred to the House Ways and Means Subcommittee, of which Brodhead is a member.

How program fights youth unemployment

While unemployment continues to haunt the metropolitan Detroit area, Farmington Public Schools vocational education program has aided in putting a dent in it.

"The co-op program is very important. This gives a student an almost guaranteed job out of high school," says Earl Baumunk, director of vocational and career education.

"Also, it gives them the confidence to go out and try for other positions," he says.

A recent survey of 338 graduates from the 1980 class shows that of the 300 students available for work, 61.5 percent held full- or part-time jobs. This compares with 66.3 percent for Oakland County and 65.9 percent for the state.

The survey of Farmington district students was taken by the vocational department. The district has 19 separate technical programs available to high school students. Ten of these programs are located within the district and nine are located at the Southwest Oakland Vocational Education Center in Walled Lake.

Education remained as a priority on graduates' lists, with 62 percent indicating they were continuing their schooling either full- or part-time in college, business or technical schools.

Among the 1980 graduates available for work, the unemployment rate was 5.9 percent, according to the survey.

5.9 percent unemployment speaks well for the need for and quality of the vocational programs in the Farmington School District," said Baumunk.

Graduates working on jobs related to their high school vocational training received a starting wage of \$4.34 an hour. The lowest pay of \$3.69 an hour went to graduates of nursing assistant programs. The highest reported starting pay of \$5.03 an hour went to graduates of the machine shop program, according to the survey.

Eight out of 10 graduates surveyed said they were satisfied with their jobs, the survey also indicated.

"Generally speaking, graduates of vocational programs appear to receive higher starting pay than those without training. This is evidenced by the fact that 10 percent more vocational than non-vocational students were earning between \$3.85 and \$5.35 per hour," he said.

Programs include auto mechanics, office work, nursing assistant, marketing, printing, electronics, welding, machine shop, engineering and architectural drafting.

Of the 1,136 students who comprised the 1980 graduating class, 466, or 41 percent, completed at least one vocational class, said Baumunk.

BAUMUNK BELIEVES that by 1990, 80 percent of the new jobs will be technical.

Interested students can contact their guidance department at the local high school for further information.



Farmington-area residents were among the hundreds who came out to see **Cloris Leachman**, best known as **Phyllis** on the old "Mary Tyler Moore Show." She toured area shopping centers, including a stop at the Twelve-Oaks Mall to mix with shoppers. She is in Detroit starring in "Twigs" at the Fisher Theatre.

Star seeks rendezvous with the people

By M.B. Dillon Ward
staff writer

More than 150 Twelve Oaks Mall shoppers entertained recently by **Cloris Leachman** might be surprised to learn that the Academy Award winner was tired enough that afternoon to collapse on a couch in Hudson's furniture department.

But they would never have guessed it by her effervescence at the public appearance in connection with her appearance in the leading role in "Twigs" at the Fisher Theatre.

A bubbly Ms. Leachman told funny stories, passed out candy and free tickets to "Twigs," and gave hugs to anyone who wanted one.

"You can sit still for only so many interviews with the press, and then you've got to get out and be with the people," she said.

Being with the people still meant answering some rather mundane questions, however.

"Have you ever been in a Bill Kennedy movie?" asked one woman.

"Yes, and you know, people who wear extra hair don't understand that less is better than more," said Ms. Leachman, who added that her own Joan of Arc haircut is just beginning to grow out.

"Have you ever seen Burt Reynolds?" asked a little girl.

"Yes, I've seen Burt Reynolds," smiled Ms. Leachman. "But movie stars were just like you when they were little. They had to do homework and wash dishes too."

Ms. Leachman talked about the havoc snowstorms have played with "Twigs."

"Some of our actors spent two days driving through the snow to Detroit from Chicago, and missed the rehearsals. So for the first time, we've had to rehearse as we're performing."

"But we're finding paths in the most interesting ways, that had this play been directed, it wouldn't have been the same," said the divorced mother of five.

THE SHOW HAS gone on despite the absence on particularly stormy days of

the stage manager and the female dressers who help Ms. Leachman change between scenes.

"I worked one day with seven men on stage, and two of them had to act as my dressers," she said.

"We even had to scare up costumes, because they were stolen from a car that got stuck in the snow."

Ms. Leachman has noticed that Detroiters "cope well with the weather."

"Everyone has tools they keep in their car to scrape windows off, and it gets exciting, because everyone has a chance to be a hero," she said. "Life really isn't all torture."

Ms. Leachman owes much of her success to the training she received in the early days of television.

"Everything was live, so it was act—ready or not," she said. "Because of it, I managed to gain a tremendous foundation that many people who are very talented will never have the chance to get," said Ms. Leachman.

"I gave me a lack of fear, and I learned to get humor out of body lan-

guage when I didn't have the punch line."

IN EXCHANGE for the \$7 weekly wages she earned working in live television, Ms. Leachman also collected some humorous stories.

"We were doing matinee theater once, and in one tender scene I had to climb up some steps with tears in my eyes, and go up to the bed of a dying woman."

"Well, as soon as I reached the top of the stairs, my skirt fell off."

"I miss that kind of spontaneity," she said.

Mary Knight of Orchard Lake shot a roll of film as Ms. Leachman talked.

"I'm taking a photography class and I thought she'd make some good photographs. She's a very good actress," said Ms. Knight, a former Farmington Enterprise reporter.

Farmington Hills students Valerie Rimatzki and Lisa LaGuardia came to see Ms. Leachman because "we thought it might be interesting. We don't know what to ask her though," they said.

Caved-in roof cramps style at City Hall

Fixing the Farmington Hills City Hall roof, which caved in Friday night due to Mother Nature's mischief, will cost approximately \$100,000, according to Ralph Mohr of Burton Bros. General Contractors.

Burton Bros., whose services were secured through the city's insurance carrier, went to work early this week blocking off the lobby area of the building with temporary plywood doors and sheets of plastic.

As a result, city employees have an obstacle course to navigate. The weight of the snow caused the main steel I-beam over the lobby to

collapse, pulling down masonry wall, plaster, electrical conduits and duct work along with it, according to Mohr.

The roof reconstruction should take four to six weeks to complete, Mohr estimated.

It will be two to three months before things are back to normal, however, according to City Clerk Floyd Cairns.

The exact cost of reconstruction, a detailed account of the damage and an estimate of the amount of snow which caused the roof to give way will be determined by Burton Bros. engineers today.

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