

Corvette car to be raffled away

Ticket sales are underway for the 1991 Founders Festival Fantasy Car Raffle.

This year, a \$100 ticket will buy one lucky individual a 1991 Chevrolet Corvette or a \$30,000 cash prize. The car or cash will go to the grand prize winner of the annual raffle to be held at the Farmington Community Center, June 6.

According to Jody Soronen, executive director of the Farmington/Farmington Hills Chamber of Commerce, this year's ticket sales are expected to be as good.

"Each year it seems that more and more people find out about the raffle and try their luck," she said. "The odds really are favorable, especially when compared to one's chances of winning the lottery."

Along with the grand prize, other prizes totaling \$2,500 will also be awarded. Raffle tickets may be purchased at the Farmington/Farmington Hills Chamber of Commerce, 32411 Grand River, for \$100 per ticket.

Proceeds from the fund-raising raffle will help cover costs for the 1991 Farmington Founders Festival, which will be held July 6-13.

"The raffle is our primary source of funding for the festival," said Soronen. "We rely on the raffle to support the costs associated with entertainment, tents, printing, publicity efforts and festival support personnel to name a few."

THIS IS THE fifth consecutive year the chamber has run the Fantasy Car Raffle.

This year's raffle however, offers the winner the option of taking \$30,000 cash prize.

"Over the years, a few of our winners have opted to trade-in their car prize for cash," said Soronen. "We believe that by offering the winner a choice, it could save him or her a lot of hassles."

Last year's winner, Tim Santeau chose to keep his red 1991 Corvette, a prized possession that only leaves his garage if the sun is shining and the pavement is dry.

"My Corvette is the greatest toy in the world. I view life from an entirely different perspective when I'm behind the wheel of that car," said Santeau.

This year Santeau said he plans to purchase twice as many tickets as last year.

Soronen said that people often pool their money to purchase a ticket. "For some individuals, the \$100 ticket is a little steep. So, they team-up and cut their individual cost — I've had as many as ten people go in on a ticket."

Call the chamber at 474-3440 for information on other ticket distribution locations.

Ticket holders need not be present at the drawing to win.

Dale named reserve officer of the year

By Casey Hans
staff writer

Farmington's first Reserve Officer-of-the-Year brings years of fire-fighting expertise to the public safety department.

Jim Dale, a longtime firefighter and engineer who plans to retire from his job with IBM this year, said he is proud to be selected for the award by his peers, and happy that his involvement in the Farmington Department of Public Safety reserve program brings a sense of community to his life.

"It helps to know what's happening in the community — the problems as well as the good points," he said. "And it's important to work with other public safety officers. We try to think of ourselves as a right arm and maybe a pair of eyes. We're

supporting them."

Dale received his award during the department's annual awards presentation in March.

Dale, a Toledo native, is part of a group of 19 reserve officers who help at major fires in the city, ride with officers as part of their police duties, and aid in crowd control and safety officers at events such as parades. Although they get paid for firefighting and training, much of their time is volunteered to the city.

In his years with IBM, Dale was transferred often, working in Indiana and Illinois. While there, he served as a fire chief in Highland, Ind., for many years, and did work in Gary, Ind., and Kankakee, Ill., as well. When he moved to Farmington, "and saw how good the program was, I decided to stay involved."



SHARON LAMIEUX/staff photographer

A pro-choice advocate (left) has a non-violent confrontation with pro-life marchers during a pro-life rally at the Women

Center clinic in Farmington Hills. "There were no alterations, no arrests," said police Chief William Dwyer.

Abortion forces clash Good Friday rally sets sights on Hills clinic

Pro-life forces targeted a Farmington Hills medical clinic where abortions are performed for a Good Friday rally, where they were challenged by pro-choice groups from around the area.

About 300 demonstrators marched on the site of the Women Center clinic on Orchard Lake Road, south of 10 Mile, where 30 Farmington Hills police officers and Oakland County Sheriff's deputies kept the peace.

"There were no altercations, no arrests," said Hills Police Chief William Dwyer. "It was peaceful."

Police arrived at about 5:30 a.m., having been tipped off about the Good Friday rally the previous day. Demonstrators arrived at about 7:15 a.m. and stayed until about 10 a.m., Dwyer said.

GOOD FRIDAY is celebrated the Friday be-

fore Easter Sunday and is a Christian holy day commemorating the crucifixion of Jesus Christ.

Both sides were vocal in their beliefs. "We're here to save children, to keep the bloody butcher from exploiting women," said Lynn Mills, a Livonia resident and spokeswoman for Operation Rescue, a national pro-life coalition. "There has to be other ways."

It is Mills third time at the Women Center clinic, the group targeted twice for similar demonstrations in 1989. The clinic is located south of 10 Mile.

But pro-choice forces from a number of groups, including the Ann-Arbor committee to Defend Abortion and Reproductive Rights, the National Organization of Women, WOMYNspace of Eastern Michigan University and a Detroit abortion rights coalition all came out to counter Friday's effort.

AACDARR CHAIRWOMAN Dawne Marano, a student at the University of Michigan, came because "I want to help women get inside the clinic," she said. "The group comes to stop Operation Rescue."

Large demonstrations at the clinic, owned by Dr. Jacob Kalo, were held in April and December of 1989, with the first drawing regional and national leaders from both camps, including NOW president Molly Yard and Joseph Scheldt, director of the Chicago-based Pro-Life Action League.

Police said the clinic was open for business Friday, and one patient kept her Friday morning appointment without incident.

Staff writers Casey Hans and Joanne Maliszewski and staff photographer Sharon Lamieux contributed to this report.

Businessmen want state to do something about busy avenue

By Joanne Maliszewski
staff writer

It's not just the annoyance and frustration of waiting endlessly as 100,000 cars try each day to creep their way through the M-102/Grand River interchange.

Business leaders say the congested thoroughfare is dangerous and is impeding business in the industrial areas of western Farmington Hills.

"We feel we're not talking about something as insignificant as five minutes late from lunch. We're talking about an EMS truck getting five minutes late to an emergency," said Keith Deacon, chairman of the M-102/Grand River improvement committee.

Henry Tarnow of Tarnow Doors Inc. describes the congested interchange as a roundabout that motorists — and his customers — can never get off.

"We're the stepchildren, and I really think it's time the state looked at the mess we've got down here and do something," said Sharon Dees of Ekstrom, Inc.

Deacon, Tarnow and Dees are among a long list of Farmington Hills business leaders who don't intend to take no for an answer when it comes to improving the interchange.

BUSINESS LEADERS, backed by members of the Farmington Hills Economic Development Corporation, presented Michigan Department of Transportation officials with petitions boasting 280 signatures from businesses in the interchange and a plea for help.

Committee members and city officials met Thursday with state transportation leaders at Holiday Inn on 10 Mile in the heart of the congestion.

"I assure you I will go back and carry your message to them," said MDOT's Hank Lotosinski. "You are all aware we don't have more money than projects. There are M-102s all over this state."

Business leaders and city officials know that. That's why they also presented MDOT officials with a preliminary plan of how the interchange can be improved for an estimated \$6.4 million — much less than the \$20 million-\$25 million plans drafted in the late 1970s and delayed in the



FILE PHOTO

Heavy traffic in the Grand River/M-102 area makes it difficult to attract new business to the area, leaders have said.

early 1980s when the economy dropped into a recession.

To further push the improvements along, the Farmington Hills EDC also has agreed to pay \$90,000, half the price of costs involved in the first part of the long process involved in getting plans approved and in getting federal road money for the improvements.

"We're willing to finance half the cost to get the project moving on behalf of the businesses in our community," said EDC chairman Robert McConnell.

CONGESTION ALONG the artery has become an obstacle to attracting new businesses to the area, said Bob Heinrich, president of the Farmington-Farmington Hills Chamber of Commerce.

"I look at this as your aorta. The arteries (the roads) are the lifeblood of your community. If you can't get the lifeblood through, that community will die," said Howard Gray of Gray Pneumatic Sales and Service.

Businesses provide 800 jobs with a quarter-mile of the interchange, 7,200 jobs with three-quarter mile of the interchange, and 10,000 within 1.75 miles of the area. And that's just the jobs within Farmington Hills, not in Farmington or Novi.

"It's our feeling this is an absolute necessity. We can't keep waiting,"

Farmington Hills public services director Tom Biasell said.

Accidents in the interchange area are frequent but not serious. "They are relatively low because no one is moving," said Gary Tressel, an engineer with Hubbel, Roth & Clark engineering company, which helped draft the preliminary improvement plans.

Despite the problems with the interchange — basically a lack of capacity, particularly to make left turns onto Halsted or M-102 off the bridge — MDOT has long denied the city any attempt to fix the traffic quagmire.

But MDOT's Paul Gareau in the Detroit area office told business leaders the improvements are one of the top priorities. "It's recognized. We will give it close attention."

THE PLAN includes construction of another bridge over M-102, immediately north of the existing bridge. That would separate traffic going in the two directions, which will allow more traffic to get through.

The interchange would be similar to a boulevard. With four lanes east-bound on the bridge, for example, two lanes would carry through traffic down to Farmington. Two other lanes would be for left turns onto M-102. Ramps would be widened to get onto the freeway.

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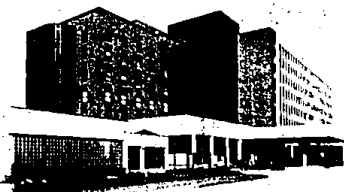
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