



### Learning how

Linda Finkel of West Bloomfield finds nothing complicated about changing a fuse in an automobile. She was among 150 women learning how to handle minor car repair problems at a "Women on

Wheels" workshop at the Orchard Mall in Orchard Lake. Classes were sponsored by the Birmingham Chrysler-Plymouth of Troy.

## Wabeek Woods condos in unspoiled setting

There is a fascination in learning what kind of clubs Jack Nicklaus uses; who Dr. Christiana Barnard sees for a stomach ache, or who arranges the furniture in Minoru Yamasaki's living room.

George Vilican has spent a lifetime planning cities. His firm of Vilican-Leman Associates is a consultant for zoning and land use for most of the communities in Oakland County.

Developing the site for Wabeek Woods, where he intends to move when the first of 60 units, became a personal project.

Vilican remembers poking around in the woods near Wabeek Lake, north of Long Lake Rd. near Middle Belt, when he was a kid.

HIS FOUNDNESS for the wooded area led to some unusual site preparations for the condominiums expected to sell for \$150,000 on up.

Fences were built 12 feet from the building perimeters, and the contractor, Russ Whipple, of Berkeley, kept all construction within the boundary.

As dirt was removed from each site, it was immediately transported. The result is a remarkable feeling of the units being almost inserted among the trees, rather than having been built there.

The units themselves, designed by Jack Brown & Associates, of Bloomfield Hills, are spacious and carefully laid-out, as is to be ex-

pected of a condominium in this price range.

Each is different from the other, and balcony views are contrived to make surrounding units virtually invisible, as are the views from most windows in individual units.

DETAILS SUCH as courts, skylights and interior windows give natural light to most rooms even in interior units.

The hilly site lends itself well to multi-levelled interiors, and most have a tiered effect, with a master bedroom overlooking the living room, or some similar layout.

The idea of letting the site dictate the building was even carried to "his" and "hers" garages for one unit, which allowed an open court with interior windows.

"Each was a different problem," Vilican said.

Whether the condominiums are worth the \$150,000 price tag ultimately would depend on the value of the setting and the surrounding comforts of Wabeek.

WHILE SIMILAR units have been built for less money, the Wabeek Woods condos guarantee virtually a northwoods setting from any window.

An unbuildable strip from the opposite shore of Wabeek Lake up to nearly the crest of a hill means even when completed, the picturesque setting will remain.

Only a few homes will ultimately be visible along the opposite shore, and Woods residents will have the comfort of knowing these will be rising from lots priced at \$50,000 and up.

The units will be built in four, three and two-unit clusters. Multiple level heating problems are solved with zoned heating, with two furnaces when necessary.

The Woods is being developed by Vilican and Fred Korzon, who also said he intends to move in on completion.

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## Electronics in autos increasing at rapid rate

Integrated electronic controls, the first major step toward an on-board computer for the family car, will begin appearing on U.S. automobiles in the seventies, executives of The Bendix Corporation predicted.

The speakers were William L. Miron, president of group operations, and Jerome G. Rivard, director of engineering for the Bendix Electronic Fuel Injection Division, Troy. Bendix is a leading developer and supplier of advanced electronic systems for the automotive industry.

They were among the participants in Convergence 74, the International Colloquium on Automotive Electronic Technology held in Troy by the Society of Automotive Engineers.

MIRON DISCUSSED "Electronic Fuel Management — Practical or Presumptuous?", a review of the potential of electronics for automotive applications using fuel management as the prime example. Rivard presented a paper on "Electronic Fuel Injection in the USA."

Bendix developed and holds exclusive patents on an electronic fuel injection (EFI) system, a version which is used by many European automobile manufacturers. It will appear on U.S. production cars for the first time during the 1975 model year.

A major point cited by both Bendix speakers was the fact that, with high volume production, the cost differential between an EFI fuel management system and a

comparable carbureted system "is virtually nil."

"A fair cost assessment must be based on a net installed cost impact using an add-and-delete cost make-up, and a production quantity comparable to high production, namely a minimum of one million systems per year," said Rivard. "Assuming current 1977 emission laws, the net installed cost of EFI is essentially equal to that of the carburetor," he continued.

EFI provides precise control over the air-fuel ratio for improved fuel economy, performance and drivability, and is an effective tool in reducing exhaust emissions.

For example, Rivard said "a comparison of engineering data for EFI-equipped vehicles being developed

for 1975 with similar data for carbureted vehicles of the same model year shows, in some cases, as much as a 10 per cent advantage in fuel economy."

In concluding that "electronics is indeed the answer to most of our automotive controlling problems, at least for the foreseeable future," Miron said the on-board computer will be a reality in the next decade, but there will be some integration of electronic functions in the late 1970's.

The ultimate computer system would control virtually every operation of the automobile, a concept on which Bendix research scientists are working, noted Miron.

Miron and Rivard both cited the introduction of EFI as the first important step in the evolution of the

on-board computer. "Electronic fuel management systems represent the first really major application of an advanced, extremely sophisticated package of electronics on today's automobile," observed Miron.

Rivard said that, "based on current applications, there is a logical evolution starting with engine fuel control as a base. It is then simple to add electronic ignition control and controls for emissions systems."

The engineering director went on to state that "a first generation integrated electronic module could be introduced by model year 1978. The cost trade-offs to meet this goal should realistically be made within the next year."

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