

editorial opinion

Farmington area needs senior citizens housing

"It's contagious. We might all catch aging." Some Farmington Hills resident acted as if senior citizens have some disease which could be spread by contact when a church proposed building a senior citizens housing project.

The Farmington Hills planning commission

supported the plans but city council approval is needed. The project, and other similar private developments, will be a need for senior citizens housing, with a minimum of government involvement. Residents who argued against the project before the planning commission used a variety of ex-

cuses—the proposal is too near a school, it won't pay taxes, it will increase traffic, it will lower property values, and finally "persons of any nationality, race or creed would be living there."

ing for senior citizens available in the Farmington area is shameful enough. The city council should not dignify arguments against the presence of senior citizens in a neighborhood by voting against the proposal.

Stadium roads pose dilemma

Blackmail isn't a nice word. But, it describes the feelings of Oakland County residents who oppose the Pontiac stadium on the basis of increased vehicle traffic.

The stadium is here. That's a fact.

Our streets and highways will be crowded with sports fans going to and from the Pontiac stadium. Just how crowded these streets will be depends on the degree of emotion in our decision to spend money to improve roadways.

IF WE take the position that we did not want the stadium in the first place, so we won't pay for the roads, we cut off our nose to spite our collective face.

The traffic will spill down Opdyke road on Sundays and residents will be blocked from their driveways.

Oakland County Commissioners are scheduled to vote Thursday on spending

\$250,000 to widen Opdyke Road in front of the stadium.

Approval or rejection of the project may set a precedent for other scheduled road widenings.

WE BELIEVE spending county funds to help pay for road improvements needed to handle stadium traffic is the lesser of two evils.

Commissioners still must make determined efforts to get state and federal support for road construction. But, in the meantime, we should act to lessen the impact on residents of what will become a major inconvenience and safety problem.

Commissioners should approve funds for these roads with one criteria primarily in mind. Will this project divert traffic from residential areas in the most effective manner?

Dan McCosh's Column



The business writers always get fed well. This is a "given" when you are standing in a small group of business reporters while the giants of industry explain their latest gismo.

Public relations men are sensitive to the possibility of being walked out on, particularly sensitive to the notion people get bored easily by engineers. So they always promise a good lunch, after the presentation.

About 20 members of the business press showed up in Farmington the other day for the unveiling of a new type of automated assembly tools being announced by a local division of Ingersoll-Rand Corp.

Ingersoll-Rand is probably bigger than Farmington, just as General Motors is bigger than most countries. It is one of those companies which mainly produces big machines to sell to other companies, which use the machines to make little things out of metal.

Like Borg-Warner, Eaton, Federal-Mogul and Bendit, their idea of a "good customer" is something like a large auto company or a small country—with a stable currency.

WE WERE LOOKING at some new wrenches they had designed.

One hung from a heavy steel girder. It was capable of torquing a two-inch-thick bolt with 2,000 pounds of force automatically.

The 2,000-pound torque wrench lunch

A smaller gadget automatically adjusted the valves on a new engine block as it came down the assembly line. Eight of these were lined up at one station on the line. Each cost about \$50,000, together with the electronics which kept them running automatically, hour after hour.

"I'm glad they don't have any electrical engineers talking—I hate electrical engineers," one guy who spent a lot of time at this kind of thing said.

THE PROBLEM was it was easy to be amazed. They used to flash shots like this on the newscasts during WW II—machine tools rolling out the goods in the heartland of America.

A smattering of physics combined with a youth wasted mainly lying on one's back under a car made the whole thing kind of fascinating. The numbers of dollars being tossed around brought on visions of J.P. Morgan financing the Spanish-American War.

The engineers dived on, pegging down each nut and bolt, verbally, bringing one's head back to reality.

Inside a steel building in the Farmington Industrial Park, the conversation ambled around the world. The Japanese were being taken very seriously in the machine-tool business. South America was turning into one of the big markets, but it is tough to get a letter mailed to Mexico.

A truck assembly line was being

shipped to the Soviet Union—the deal had been made in Paris. "The higher-ups are a little sensitive," someone confided. "They fly courtesy flags from all the countries we do business with at our central headquarters. I guess they didn't know what to make of it when they put up that one."

Two more assembly lines—apparently U.S. Government contracts for weapons—were being shipped to a plant in the Midwest.

Some kind of fantastic economic leverage, was being demonstrated. The Farmington plant appeared to have about 50 employees doing the work on the new assembly line. There were 50,000 people working on the new truck plant at the Kama River, we were told.

Eventually, when in full production, it would support a city of some 500,000.

The thought came that this is what we do best, making these intricate things out of steel. This expressed by at least one of the Rand sales people, who said "This is the center, everybody in the whole world wants to know how we do things here."

Heavy stuff—visions of ships carrying trade goods to the far corners of the earth.

Big machines labeled with small metal plaques stamped in foreign languages shipped out from 10 Mile and Grand River.

All this before lunch.

From our readers

LWV backs millage

Based on our studies, the West Bloomfield-Farmington Area League of Women Voters supports a public school system which provides each child the opportunity to develop to his full potential as a contributing member of society. The League of Women Voters also supports adequate financing from federal, state and local sources to insure a quality education which meets the varying needs of students.

West Bloomfield-Farmington Area League of Women Voters supports a "yes" vote on both proposition I and II in the April 29 school millage election.

We particularly endorse passage of Proposition I—the four mill proposal—because it would insure a well-rounded program to meet individual needs of Farmington students.

ANN BEURLE President

Students in trouble

SOS means someone is in trouble. In this case, the ones in trouble are the students of Farmington Public

Schools. If the millage does not pass, the students will be deprived of many after school activities.

SOS also means "Save Our School." What school are we talking about? Farmington Junior High. An elementary school will be closed also if the millage does not pass.

You might ask yourself why you should pay extra taxes for the students? One reason is that you should give kids the same or better chances of playing an instrument, playing in a sports activity, being a cheerleader, or even singing in a choir.

Please vote yes. Save our schools. ANN POINDEKSTER TAMI RICHARDSON

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