Major changes ahead for FHCC

ting a whole package together and selling the membership."
FHCC's 260 regular members, 141 of whom live in Farmington Hills, overwhelmingly approved the plan devised by a group of the club's directors including Robert Davies, FHCC president and liaison to the advance planning committee.

dent and liaison to the advance plan-ning committee.

With that victory won, club repre-sentatives took their plan to the city. They encountered little difficulty in convincing Farmington Hills officials a land swap would be mutually benefi-cial. The property exchange was pro-posed to the Farmington Hills City Council in early December, just a few weeks before councilmembers passed an ordinance approving it. ning committee.

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FARMINGRON HILLS' 2.6-ACRE sail-storage site, on DPW property swap and flood lights (1,100), install at the control of the land swap are stipulated in the ordinance. If at the end of two ordinances approxing it.

This hant inconvenienced the city was added thas all and in the long run, it's sold for the land swap are stipulated to the community sold as new clubbouse, land will be extended to the community sold as the control of the new facility was a state for the sail-storage site, on DPW site of Halsted and north of Howard, will be some part of the new facility was a state for the sail storage of the sail storage of the sail storage of the sail storage of the sail st

ing Enterprise Court, a cul de sac that intersects Haisted.

"They (club officials) originally came to us back in October with some preliminary thoughts. They were undersome constraints (such as options to purchase adjoining land, one of which expired December 31)," said Assistant City Manager William Costick.

"We had a request from a neighbor, and we just tried to be a good neighbor."

For its part, FHCC has agreed to as-

any time of disposing of its property, potentially increasing the city's tax base," he said.

That option was non-existent in the past because the sail-storage site was to the rear of the DPW property with no access to or frontage on a road.

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"THE COUNTRY CLUB had the whole thing well-thought out. It's to their benefit that they were able to exchange parcels, but when you analyze it, it was a 'win-win' situation for the city," added Blasell.

Rezoning of the exchanged properties and a five-year limit for completion of the land swap are stipulated in the ordinance. If at the end of live years the country club is not ready to build a new cubbouse, land will be exchanged anyway.

Construction of the new facility "is about two years down the road," cutt-mates Clien Wood, FRICC's advanced-planning committee chalirman and its former president.

Wood and Shchan say the FRICC improvements will be an added drawing

"IF YOU LIVE and work in an area, you want a good country club — a place to entertain local business clients. Through our social membership program, Farmington Hills Country Club will provide the opportunity for members to take guests and prospects to lunch in a country-club atmosphere," they said.

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Farmington united the West Life State of the State of t

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A million things can happen to a check. Dear to a check. Dear to a check of the control of the c

Body shop owner may close his doors

Continued from Page 1

for another late model came to \$104.

The high price of parts has put a dent in the Coppola's business.

"Our volume is down by at least half as compared to 1978," said Mrs. Coppola's business.

"In surance companies pay you the money but front, and rather than get their car repaired, some people can use money up front, and rather than get their car repaired, some people can use the money better in other ways. They feel it's not a good value."

According to Dennis Liphard; executive director of the Automotive sorties council, an organization of continued the construction of the cost of the cost of the parts and \$59.55 for labor. In 1880, the cost of parts, and \$51.31 for labor.

"The vibility has a proper sing the marketplace and destroying independence for all repair shops — and it's the good, reputable collision shop owner that's really suffering.

"The collision shop has always been under the suppression of insurance."

Till AUTO CLUB of Michigan, strey on the middle," he said.

An Auto Club of Michigan survey on 1976 and 1980, the cost of replacing the of all parts and labor, Liphard ts aid.

A similar ASC comparison showed at 1976 repair that totalited \$115.40 for parts, and \$51.31 for labor.

"That's a \$51.81 percent increase in the cost of parts, and \$61.31 for labor."

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DENTURE WEARERS Are you having trouble

with your dentures?

state's largest insurer, now reimburses claimants only for repair bills reflecting "the prevailing labor rate charged by competitive shops for auto repairs in the area," according to an Auto Club spokesman. The action was taken "to keep the lid on skyrocketing claim costs," he said.

costs," he said.

In the past, the company authorized collision repairs at the shop of the arowner's choice.

"I looked at it from the consumer's viewpoint, and as an Auto Cub customer, it bothered me to ne end," said Lipbardt.

"If I went to a reputable shop to have my car repaired that charges more than the Auto Club is willing to pay, I have to pay the difference. That's not

what I bargained for when I bought in-surance.
"If a shop owner has a substantial lovestment in a building, equipment and trained personnel and does better than average work, he has to confront the customer with paying extra. The average customer doesn't know this guy is going to do botter work than the guy down the street."

CHANCES ARE the consumer will opt for the cheaper estimate, but "eventually, he'll pay for that poor repair job," said Liphardt.
"He'll elther pay in premiums, in trade-lo value, or with his life. It's the average guy who's getting nalled, and he doesn't even know it."



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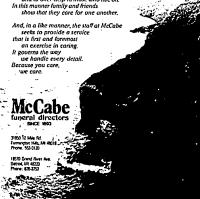
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