

FORD DESIGNERS—These four men have a secret. They know what the 1971 Ford Pinto will look like. They are Ford Motor Co. designers who have worked on the interior and exterior design of Ford's new, sub-compact car. They are: (from left) L. David Ash of 28238 Harwich in Farmington; George B. Schumaker Jr.; William H. Cramer of 25320 Lyncastle Lane in Farmington and "Arlo Ekizian of 28137 Harwich in Farmington. Ash is director of the Ford Design Office, Cramer is manager of the Pinto interior design department and Ekizian is a designer in the Ford/Fairlane design department.

Sex Ed Rules Are 'Reasonable'-O'Neil

James F. O'Neil, treasurer of the State Board of Education and one of the leading critics of the originally proposed sex education guidelines, labels the approved guidelines "reasonable and responsible."

O'Neil, of Livonia, said the approved sex education guidelines are for school districts choosing to conduct a sex education program—since sex education is not mandatory by law.

THE GUIDELINES recommend:

1. That a sex education program first be developed for parents since parents have the primary responsibility for the sex education of their children.
2. That parents play a primary role in the development of the program for their children.
3. That the program support parental values and parent-child communication and relationship.
4. That a sex education program be educationally, scientifically, and morally sound.
5. That a program be first tried and tested on a pilot basis.
6. That the utmost care be exercised in the selection and training of teachers for the program.

O'NEILL SAID the guidelines also point out that according to the law:

1. Sex education must be taught as a separate subject, since it cannot be integrated throughout the curriculum.
2. Parents may have their children excused from sex education classes.
3. It is illegal to teach about birth control, and
4. Socially deviant behavior must be taught as socially deviant.

O'Neil said he is hopeful that (A) as a result of the recognition of parental responsibility in this area, and (B) with the recommendations that parents fully participate in the development of sex education programs for their children, that parents will not only become more involved in this area of the education and development of their children; but also in all other areas. "If this is done, it could well be a major positive turning point in our society," he said.

Adult Art Classes At Madonna

Non-credit art classes for adults will be held in four sections this fall at Madonna College, offering a combination of drawing and painting. The classes are scheduled as follows:

Painting: Mondays, 10 a.m.-12:45 p.m. and Tuesdays, 10 a.m.-12:45 p.m. (registration a.m.-12:45 p.m.; the Tuesday section is already closed); advanced painting: Mondays, 6:45-9:30 p.m.; Beginning Painting: Tuesdays, 6:45-9:30 p.m.

Classes will begin the week of Sept. 14 and end the week of Dec. 14.

Registration for the course will take place in the Art Department on Tuesday, Sept. 8, from 1 to 2 p.m. and 7 to 8 p.m. Tuition is \$30, payable at registration.

More information can be obtained by calling the art department, 425-8000, Ext. 6. The college is located at 36600 Schoolcraft, Livonia.

UM Publication Probes Current Urban Policies

Five authorities on urban economics challenge public policy on such matters as taxation, land use, housing programs, and transportation in a new publication by The University of Michigan's Bureau of Business Research.

Writing in "America's Cities," Prof. Richard F. Muth of Washington University in St. Louis says that demolishing substandard buildings and adopting strict building codes to "take the profits out of slums" actually reduce the supply of housing for the poor.

Rent subsidies work somewhat better, but he favors a general supplement to family incomes, believing that "housing quality is highly responsive to changes in income."

Dick Netzer, chairman of the economics department at New York University expresses concern over the sources of funds to pay for the rapidly increasing public services in cities. While our gross national product rose 78 per cent in the past ten years, the amount spent for metropolitan areas by federal, state, and local agencies increased 159 per cent.

Netzer recommends a rearrangement of fiscal responsibilities and tax patterns, particularly a lessened reliance on the property tax.

Prof. Werner Hirsch, director of the Institute of Government and Public Affairs at the University of California at Los Angeles, disputes the assumption that large urban complexes are more economical, efficient, or equitable than smaller governments. He believes federal grants to cities should be based on performance and accountability. A shift in this direction would encourage city officials to study and experiment to cut costs and improve services.

THE GROWTH and industrial development of Detroit has long interested Prof. Wilbur Thompson of Wayne State University, who is troubled by the fiscal and social imbalances created by urban sprawl, and the "political fragmentation, with the concomitant loss of jurisdiction and policy control."

Transportation in manufacturing cities is a key problem, Thompson notes. "An economic system that produces a high per capita income that tends to be equally distributed creates widespread automobile ownership. The minority not owning automobiles finds a steadily deteriorating prospect of cheaper alternative forms of transportation."

Prof. Hugh O. Nourse of the University of Illinois also thinks the key to orderly growth is sound public policy. Industry would not have been so ready to move out of cities, he believes, if it had not been for "public decisions to encourage and support the highway transportation network." One of the corrective measures, he says, might be to "allow dispersion of the population throughout the metropolitan area without regard to income."

The book, "America's Cities," is the fourth report of an annual series of lectures given at Western Michigan University and published by the Bureau of Business Research, a unit of the U-M's graduate school of business administration. The editor of the present volume is Prof. Wayland D. Gardner of Western Michigan University.

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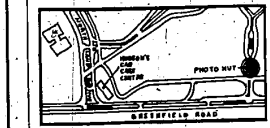
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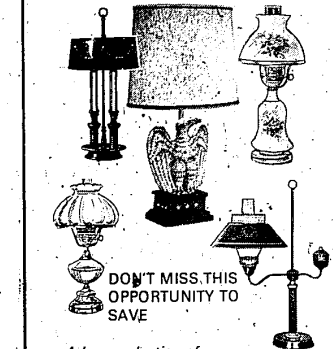
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