

Fred Esser, commander of VFW Farmington Post 2269, leads the color guard around North Farmington Cemetery at the beginning of Tuesday's Memorial Day observance.

Saluting the heroes

Vets honor memory of slain soldiers

By Bob Sklar
staff writer

It was a day to salute America's war heroes who died in battle.

For the fourth straight year, members of the Farmington area's veterans groups gathered at North Farmington Cemetery for a Memorial Day service.

The special observance is always held on May 30, the true Memorial Day.

"It's a time to honor those who died before us — on the battlefields or in other ways serving our country," said former state Rep. Wilbur "Sandy" Brotherton of Farmington, who delivered the keynote speech Tuesday.

Explaining the background of Memorial Day, Brotherton said:

"I could speak on the need for a strong national defense. I could speak on the origin of Memorial Day. But what this is all about is the need to pause for a few minutes and think about those we're honoring."

He called upon everyone to "vow to remember the significance of Memorial Day and the sacrifices those who were honoring made."

To comply with General Logan's Orders, which date

back to the Civil War, veterans group auxiliary members placed wreaths at each veteran's grave at North Farmington Cemetery.

BEFORE THE wreaths were placed, Chaplain Fred Collet of Veterans of Foreign Wars Farmington Post 2269, said:

"These graves represent the final resting places of many departed comrades who served in all wars. Wherever the body of a comrade lies, there the ground is hallowed."

He called the wreath-laying "an expression of our tribute to their devotion to duty, to their courage and patriotism, by their services on land, on sea and in the air. They have made us their debtors — for the flag of our nation still flies over a land of free people."

Wreaths represented the American Legion's Groves-Walker Post 346 and Northwest Post 190, and VFW Farmington Post 2269, all locally based.

Buried in the cemetery are servicemen from all American wars, from the Revolution to Vietnam.

Taking part in the opening color guard march were servicemen from the last three American wars.

The observance concluded with the playing of Taps and a three-shot volley.

Disband C'ville group meets

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Residents who oppose consolidation are also forming a committee, and their side of the issue, board president Richard Wood said.

THE BOARD'S attorney said that for consolidation to happen, school boards in each affected district must approve the measure, along with voters in each district and the president of the state board of education.

Gonzales said her group is exploring a way to dissolve the district in which the Livonia and Farmington Hills districts would annex the Clarensville areas on either side of Eight Mile, the boundary between the two communities.

"The group also is seeking to deter-

mine how many petition signatures are needed to place such an issue on the ballot.

"We still want them (students) to go to school in their own neighborhoods," Gonzales said. "This doesn't involve busing of students."

Livonia Board of Education president J. Richard Thorderson said the board would consider consolidation "if it was presented to us by the Clarensville board."

But, "I personally don't see any advantage for either district," he said.

THE 1989-90 millage rate for the Clarensville schools is 41.4, compared to 33.35 in the Livonia Public Schools and a proposed 32.39 in the

Farmington Public Schools.

Dissolving the Clarensville district also could spark business growth in the district, Gonzales said.

"They're not coming in because the taxes are so high."

The district's K-12 student population is made up of 1,249 from Livonia, 540 from Farmington Hills and 187 from Redford Township.

Sixty-five percent of the school district's property tax base comes from the Livonia portion of the district, 30 percent from the Farmington Hills portion and 5 percent from the Redford Township portion.

The pro-consolidation group is proposing that the Redford Township portion join Livonia Public Schools.

Co-signing under fire

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A liquor license, for which Marmion is applying to serve beer and wine, will be used as part of the collateral for the loan. The agreement requires that should there be a default, Marmion's interest in the liquor license would be assigned to the bank. If the city chooses to pay the balance of the loan, the bank is required to sell all collateral, including the liquor license, to the city for the unpaid balance, according to the agreement.

SPECIAL SERVICES director Dan Potter acknowledged that the agreement, as maintained by opponents, puts the city in the restaurant business, particularly if Marmion defaults.

"If Marmion forfeits, the city has to pay him off. That puts us in the restaurant business. Literally, what we would do, if he forfeits, is we would operate it or we would look for another concessionaire," Potter said.

Despite opposition to the agreement, Potter and assistant city manager David Call maintain the concept of the agreement has not changed. An original agreement included a forfeiture clause. "In the original, we would buy him out," Bi-bau said.

Soverby also is upset by an earlier assurance to the parks and recreation commission a couple years ago that the city would not be financially involved in a clubhouse expansion.

"We were assured this was Al Marmion's deal. He was the owner. The carrot dangled in front of us was

that the city wouldn't pay," said Soverby, a former parks and recreation commissioner.

Marmion acknowledged that assurance. "At that time, the cost of

this renovation would have been substantially less." Two years ago, he had enough collateral for the amount of loan necessary for the project, Marmion added.

Course clubhouse to add restaurant

By Joanne Maliszewski
staff writer

A renovated clubhouse and a new 2,500-square-foot restaurant at the Farmington Hills-owned San Marino Golf Course is expected to open in 2-3 weeks.

"This golf course has been written up as the busiest nine holes in the Midwest," said Al Marmion, 15-year-veteran golf pro.

With an average 300 people a day coming through the clubhouse, Marmion said it was time to renovate the existing facility and add a restaurant to serve not only the golfers, but the growing neighborhood and offices near the 25-year-old golf course on Halsted, north of 11 Mile.

The full-service restaurant, with large windows facing the course, is expected to seat 85-110 patrons. The restaurant will open up to a patio, common to the new facility and the renovated pro shop, Marmion said.

"It's going to be a full restaurant. It's fancy, but the prices aren't going to be fancy," he said. Dinner prices, for example, will range \$8-\$9.

THE RESTAURANT will serve lunch and dinner seven days a week. Breakfast will be served on the weekends. In the off-season, lunch and dinner will be served perhaps five-to-six days a week, depending on demand. A chef and two cooks have been hired for the restaurant, Marmion said.

Restrooms in the former pro shop/snack bar have been removed, with one making room for pro shop displays and the other as a fitting room. New public restrooms will be in the restaurant area.

The new restaurant will be a great relief to golfers, Marmion said, who have generally been cramped and forced to take turns sitting on the 15 seats available in the former pro shop/snack bar area.

"When one of the leagues is rained out and they come in here waiting for it to pass, there's not enough places to sit," Marmion said.

An area of the existing clubhouse near the parking lot now being used as temporary seating for the snack bar, will be transformed into offices, Marmion said.

Hills residents are urged to speak out on Haggerty

Continued from Page 1

on the Commerce/West Bloomfield borders. If the road is taken north to M-59, the thoroughfare would be designated as a state trunkline, M.

TWO MAJOR alternatives for improving Haggerty face residents and city and MDOT officials. Alternatives 3 and 4 both offer variations.

Alternative 4 — preferred by many municipal leaders — calls for building a new controlled access boulevard and interchange approximately a half-mile west of the existing north-south Haggerty Road. Estimated at \$75 million, the new road would begin with construction of additional ramps to connect with the I-96/I-696/I-275 interchange. A cloverleaf interchange would be at 12 Mile, which is targeted for improvement. North of 14 Mile, the new road would curve westerly around the environmentally sensitive Black Spruce Bog near Maple Road.

A VARIATION to 4, called 4A, at an estimated \$72 million, would curve the new alignment easterly to bypass the peat bog north of 14 Mile. Alternative 4 would displace 30 residences and three businesses, and 101 parcels would be acquired for right of way. Variation 4A would displace 28 residences and four businesses, and 103 parcels would be acquired for right of way.

Officials from Novi, Wolverine Lake and West Bloomfield, Com-

merce and White Lake townships — members of the Haggerty Road connector policy committee — endorsed variation 4A. The Farmington Hills City Council will endorse the same.

While municipal leaders specifically prefer 4A, Call said they also support alternative 4 over alternative 3 and its variations.

Call said he endorsed the fourth alternative over the third because it is less expensive, has less effect on the environment and displaces fewer people.

In its May 22 resolution, the Farmington Hills City Council opposed all other alternatives, including 3 and 3A, as well as one offering no action and another improving Haggerty without freeway interchange changes from Eight Mile to Pontiac Trail.

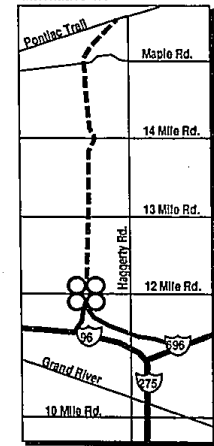
ALTERNATIVE 3, called the Haggerty Road alignment, calls for reconstructing Haggerty Road as a controlled access boulevard with direct access to the area's freeways: I-696, I-275 and I-96.

Alternative 3 offers two variations. The first, 3A, at an estimated \$109.2 million, follows a more direct line from 14 Mile to Pontiac Trail, cutting across and removing approximately 15 acres of the Black Spruce Bog.

The second variation, 3B, follows the existing Haggerty alignment and skirts the bog's perimeter. Alternative 3B would cost an estimated \$114.6 million.

An \$11.5 million state grant has been approved to begin the Haggerty Road connector.

Haggerty Road Connector - alternative 4A



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