Phone company to stay in county

ALC Communication Corp., the pub lie telecommunications company formed Dec. 19 by the merger of Michi-gan-based Lexitel Corp. and Chicago-based Alinet Communications Services,

based Allnet Communications Services, loc, will maintain its corporate head-quarters in Birmingham.

ALC will offer its long-distance ser-vice through its operating company,
Allnet Communication Services, Inc.
The third-largest siternative long-dis-tance carrier in the United States has
revenues of \$500 million and a custom-er) base of \$500,000. It provides long-dis-tance service on a nationwide basis.

The announcement was made by George J. Vasilekos, president and chief executive officer of the company,

'Our growth was made possible by the core of telecommunication experts located here in Michigan. . .'

- George J. Vasilakos, president ALC Communication Corp.

"THE EXECUTIVE officers of ALC are established in Michigan, and have built the company from this Michigan base," said Vasilakos. "Our growth was made possible by the core of telecommunication experts located here in Michigan, both from those who have relocated here and those drawn from the

"We believe it will continue to be an excellent central location from which to continue our rapid growth. In the next three years, we expect to be a \$1 billion telecommunications company."
Part of the ALC decision to remain in Michigan was based on its recent commitment to be the first subscriber to a 404-mile, high-capacity fiber optic

route that will be built by Walker Com-munications and Mutual Signal in Michigan.

The route will link 13 major south-west Michigan cities to a national net-work of fiber optic and other long-dis-tance transmission routes through the United States.

CURRENT investors include a number of Michigan concerns: Michigan State Pension Fund, Michigan Capital and Services, Inc., Comerica Capital Corp., and NBD Equity Corp.

In 1983, Vasilakos, one of the foun-ders of Southern Pacific Communica-tions (Sprint) in Burlingame, Calif., came to Michigan to take over the reigns of Lexitel Corp.

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Giffels lands Toyota job in Kentucky

Giffels Associates Inc., Southfield-based architectural and engineering firm, will design Toysta Motor Corp.; Sirst Independently owned and operated car-assembly plant in the United States.

The \$800 million plant will go up near Georgetown, Ky.

Giffels Associates is providing complete architectural and engineering de-

sign services for the three-million-square-foot complex in Scott County. The plant will produce 200,000 cars 2 year when completed in mid-1988.

Arthur O. Moran, president, said Gif-fels was selected by Toyota because of its considerable expertise in designing "plants of the future." Giffels has de-signed several hundred automotive and

other major manufacturing facilities throughout the United States during its 60-year history.

The company recently designed a major technical and sales center now under construction in Southfield for Nippondenso Sales Inc., a subsidiary of Nippondenso Co. Lid., Japan's largest automotive parts supplier.

Toyota has selected Ohbayashi Corp.

of Tokyo to manage construction work, which is expected to begin in February. Giltles is designing tamping, bodywelding, and final assembly areas, paint shops, and a test track on the 2,500-acre site. Gilfels and its subsidiaries employ more than 550 employees. The company's annual volume of work totals approximately \$1 billion in construction costs.

Area economic index shows slip in December

In December, the Detroit Area business activity Index slipped five points to 131 from 136 in November, according to Manufacturers Bank. November's activity was revised downward

ber's activity was revised downward by one point.
For the metropolitan area, 1985 rep-resents the highest level of economic activity yet attained, said David Litt-mann, the bank's chief economist. The fullyear average was 195.5, up 10.6 percenters in 1967 at the base year when the index equaled 100.

December's index featured higher auto sales, reflecting in part continued cut-rate auto financing. These gains were offset by year-end declines in most other components of the Index, es-pecially seasonally adjusted steel and motor vehicle output.

In early 1986, this business activity index will undergo major revisions in order to update trends among the component series and bring it into conformity with recent revisions of national economic accounts.







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