

# Office of International Programs offers students a chance to study at universities around the world

By **TONI SHIPMAN**  
Staff Writer

The Office of International Programs offers several programs which give UNC students the opportunity to study in countries all over the world.

OIP gives students the chance to earn credit hours or fulfill class perspectives while studying abroad, usually for one academic year. Students who want to study in other countries during the summer can enroll in any of the study-travel programs provided through the UNC Extension and Continuing Education office. Darryl Gless, associate director and the study abroad officer of OIP, said Friday.

"I think what distinguishes UNC

programs from others (those offered by commercial organizations or other universities) is that ours tend to give students the best return for their money," Gless said. "That is, our students are fully integrated with the university students at the schools to which they go. So it's not a special program set up for Americans who study in a separate way from their contemporaries in Europe or Asia."

"Moreover, they don't have to pay that enormous extra fee that goes with participating in commercial programs."

Susan Lalik, a December graduate who participated in the Junior Abroad Program in the fall of 1983 went to Seville, Spain, because she wanted to get away for a year.

"Mostly, I didn't learn much about Spanish and language, but about learning how to survive in a different kind of culture when you're the oddball around," Lalik said.

"I would recommend that everyone make every effort to go," she said. "However, I think the best advice is not to hang around other Americans because you'll be around them the rest of your life. You have to make the effort to really go out and meet people."

The OIP has programs in universities in Europe and Asia. German universities offer two programs through OIP, one in Gottingen, the other in Dusseldorf. English universities also have programs at the

University of Bristol and the University of Sussex. There is also a program at Kansai Gaidai University offering students a perspective on Japan.

Several new programs are also being introduced this year. One offers cultural and educational studies at Tubigen University, one of the oldest and most distinguished schools in Germany. Other new programs include the University of Nanzan in Japan, the University of Siena in Italy, Beijing University in China, and an exchange program with the a university in Brazil.

OIP also oversees two programs administered by the Department of Romance Languages, entitled Junior Programs Aboard. They include

programs in Montpellier, France and Seville, Spain.

"It's very competitive to get into our overseas programs," Gless said. "For instance, British universities want you to at least have a 3.0 GPA, although they prefer it to be much higher."

Gless also stresses that applicants should have a good background in the native language of the country in which they intend to study, especially if it is Japan or Germany.

"We specify four semesters of college German, as required, but most successful applicants have more than that," Gless said.

The programs in England are the

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## Penalties for parking enforced for summer

By **JO FLEISCHER**  
Co-Editor

All parking regulations are enforced during both summer sessions except during registration, on weekends and after 5 p.m.

Students can still buy parking stickers for some lots, although most of the lots near campus have already been sold-out, said Mary Fox, the campus parking control coordinator.

"Parking enforcement doesn't have to be as high a priority during the summer because there are fewer people here, and fewer violators so the demands on the system are not as great," Fox said.

The lots on Stadium Drive, Craige and most of those near campus have been nearly sold-out, said Mary Clayton, the traffic

director. Students may apply for hardship permits if they need a space near campus, but the cases are heard only on a case by case basis, since there is no formal procedure in the summer, she said.

Although students may park in lots normally requiring stickers on the weekends, and when school is not in session, that is not a blanket policy of non-enforcement at these times, Clayton said. Campus police will still ticket and even tow cars that are obstructing traffic, in fire lanes, or parked in any undesignated areas.

There are still stickers available for some lots, and they may be purchased at the traffic office for \$9 or \$13.50 per session.

## Automakers favor seat belts

From Associated Press reports

WASHINGTON — The automakers are spending \$30 million in a whirlwind of lobbying for enactment of seat belt laws by state legislatures. But critics say their real goal is to block a controversial federal requirement that would put air bags or passive belts in all cars by 1990.

The auto companies got interested in seat belt laws after the federal government made it clear that the alternative would be mandatory installation of air bags or automatic belts — costly features which could inhibit car sales.

Before the automakers joined the crusade, highway safety advocates had struggled for more than a decade in one state capital after another — and without success — to get laws passed requiring motorists to buckle up.

Now seat belt advocates are finding little trouble getting funds to argue their case. The results: 25 states as well as the District of

Columbia have enacted laws requiring the use of automobile safety belts, although in 10 states the laws have yet to go into effect.

According to the National Highway Traffic Safety Administration, 68.5 percent of the population is covered by some kind of a seat belt use law since the enactment of laws in Tennessee, Kansas and Maryland in the past month.

The watershed came in the summer of 1984 when the Transportation Secretary, Elizabeth Dole, ordered the automakers to begin phasing in either automatic seatbelts or airbags with all new cars to be covered by the fall of 1989. But Dole provided an escape hatch: if states with two-thirds of the population enact seat belt laws, the federal requirement would be rescinded automatically.

That shifted the focus of the air bag controversy to the states and has led to the intense lobbying for such laws by the automakers during the past two years, air bag advocates

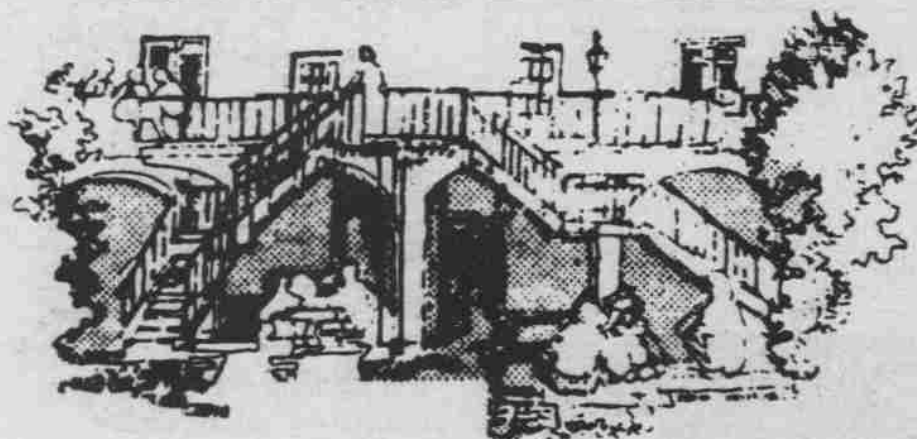
say. The insurance industry welcomes these laws but argues many of them are weak and are not being enforced.

Some states such as Minnesota have no penalty or very low fines. In 16 states, the police may not stop a motorist for a seat belt violation unless some other offense is suspected. All states allow some exemptions — even salesmen and mechanics in the case of Tennessee.

Some of the laws are little more than "a sham" designed to avoid the federal passive restraint requirement, complains Sen. John Danforth, R-Mo., an advocate of the air bag.

But supporters say that even if some of the laws are weak, they have prompted more people to use seat belts. Belt use in states that have enacted laws has risen sharply, although it has tended to decline after the law has been in effect for some months.

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