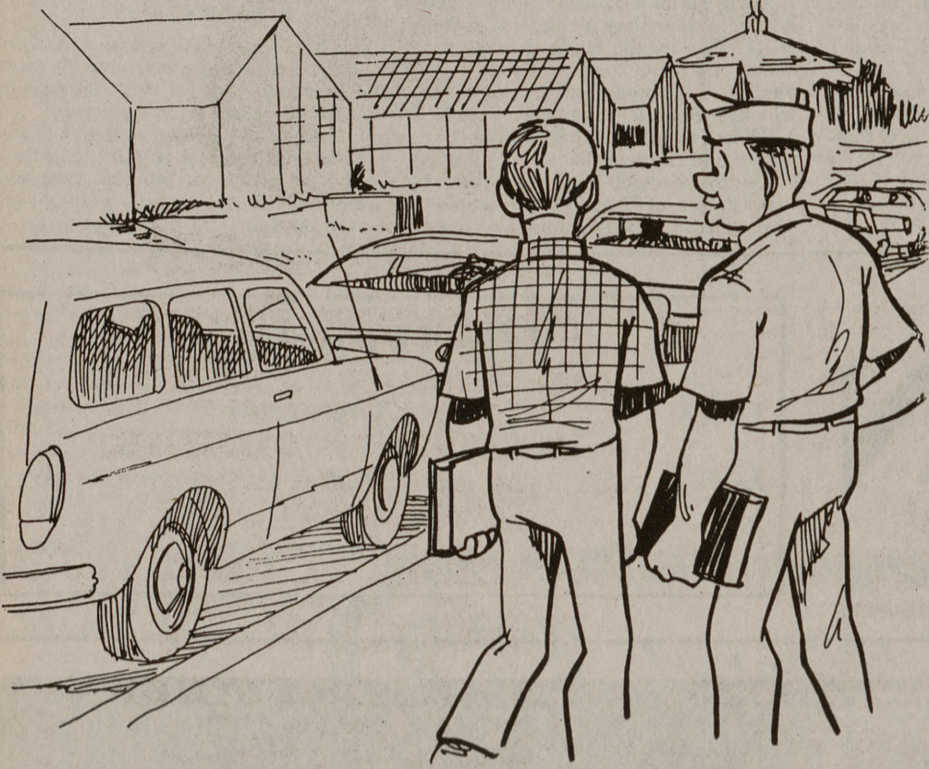


## Slouch By Jim Earle



"If all the cars of the world were laid end to end, it would happen on our campus!"

## Search continues for president

No, folks, the Board of Regents hasn't named a president.

One year, 19 days have passed since the Texas A&M University System Board of Regents dismissed Dr. Jarvis Miller from his post as University president. Since that date, July 10, 1981, speculation has been that the Board would have named his successor by now, 34 days before the target date of Sept. 1 set by Board Chairman H.R. "Bum" Bright.

In fact, some people may have expected such an announcement at Tuesday's Board meeting — the last scheduled meeting before September — but it seems the regents have a long way to go before a new president is named.

Vice Chairman of the Board John Blocker said Tuesday the search for a president is moving slowly. "We've had some delays, some rejections," he said. "It's not moving as fast as we thought it would."

"We've been doing about one interview a week, and we've seen some outstanding people."

Two candidates — Dr. Arthur Hansen, president of Purdue University, and Dr. Lawrence Fouraker, former dean of the Harvard University graduate school of business — have gone on the record with news reporters, saying they were offered the presidency but declined that offer.

University sources indicate at least five others have not been interested in the offer — not interested in the presidency within the current System organizational structure implemented in January 1980. That plan channeled greater System control into the chancellor's office, thereby leaving only University affairs to the president.

Given that structure, it appears the regents can't attract the kind of "10" they want to run the University.

## Coffee Breaks Jane G. Brust

Perhaps there are other reasons why outstanding candidates have turned down the post. One regent said Monday he's heard the wives of prominent administrators in the East aren't interested in moving to Texas. That may be true, but if so, it's a hard truth to swallow.

In February Bright appointed a committee of four — himself, Blocker, System Chancellor Frank W.R. Hubert, and Regent Clyde Wells — to interview prospective presidents and to recommend a final candidate.

One regent not included in the foursome has said he's not sure how the presidential search is going. "Bum won't say anything about it," he said, "but I understand they're having some trouble."

And yet Bright says he's still shooting for his Sept. 1 target date.

"Sept. 1 is the objective, and I hope to make it," Bright said. "I would be disappointed if I were not able to get it done by that time."

"We have some (candidates) waiting in the wings that we've looked at, some we haven't looked at. Out of a pool of more than 20, we've seen better than two-thirds."

Yet Bright won't admit he's heard any rejections from prospective candidates, rejections due to the System's organizational structure.

On the other hand, Blocker's Board is flexible.

The regents very well could restructure the System structure in the near future, an ad hoc committee appointed by Bright in March to determine how to study the System's organizational structure turned its findings over to Target Chairman Blocker.

The Target 2000 committee, which has not yet been formed, will review the findings and make its own recommendations to the Board. Target 2000 is the process to determine the direction each branch and academic campus will take by the year 2000.

The regents could hire a University president contingent upon a reorganization that would transfer power to the president's office.

However, Blocker indicated that a candidate looking that way would have the right idea about working with the System. "Everybody that comes in with preconceived notions."

The four interviewees have their own ideas about the person they'd like to see in the University presidency — Bright has repeatedly he's looking for a "real" candidate. Another regent has said the person just can't find the person they're looking for: "They're looking for someone who hasn't been born yet."

If the Board is to meet the Sept. 1 target date, the four interviewees have their own ideas about the person they'd like to see in the University presidency — Bright has repeatedly he's looking for a "real" candidate. Another regent has said the person just can't find the person they're looking for: "They're looking for someone who hasn't been born yet."

And if the regents fail to meet the deadline, it will be interesting to see the course of their search may take in order to attract a desirable president.

## Political changes surround the '80s

By DAVID S. BRODER

WASHINGTON — The weekend was spent saying farewell to a son who is leaving for two years of work at a university in China. That kind of occasion inevitably prompts thoughts of a larger and longer-range dimension than fit comfortably in a journalist's brain: thoughts about the changes that may occur between now and his return in mid-1983.

Change is everywhere. The vast society in which he will be living and teaching for the next two years just publicly renounced the wisdom of its founder and unseated his designated heir from the chairmanship of the ruling party — an upheaval so great that superstitious peasants had to be reassured that it did not necessarily signal the advent of earthquakes.

Meantime, the most important country in Eastern Europe, Poland, just conducted the first secret-ballot, competitive election of its leadership in the history of a Communist state. This extraordinary event, occurring almost literally within sight of the Soviet armies, must send a signal of hope to all the other subjected satellites — and a shiver of fear down the spines of those who rule the Kremlin.

It is not possible to draw any simplified chart of the changes reshaping the Western world. France has installed a Socialist government, with Communists in the cabinet for the first time. The United States has installed a Republican administration, some of whose policymakers are closet Libertarians and some of whom are latter-day Puritans.

In Great Britain, which taught most of the rest of the world both the rules of parliamentary democracy and the customs of civility that make it possible for such a system to work, there has been a conspicuous breakdown of civility and social order.

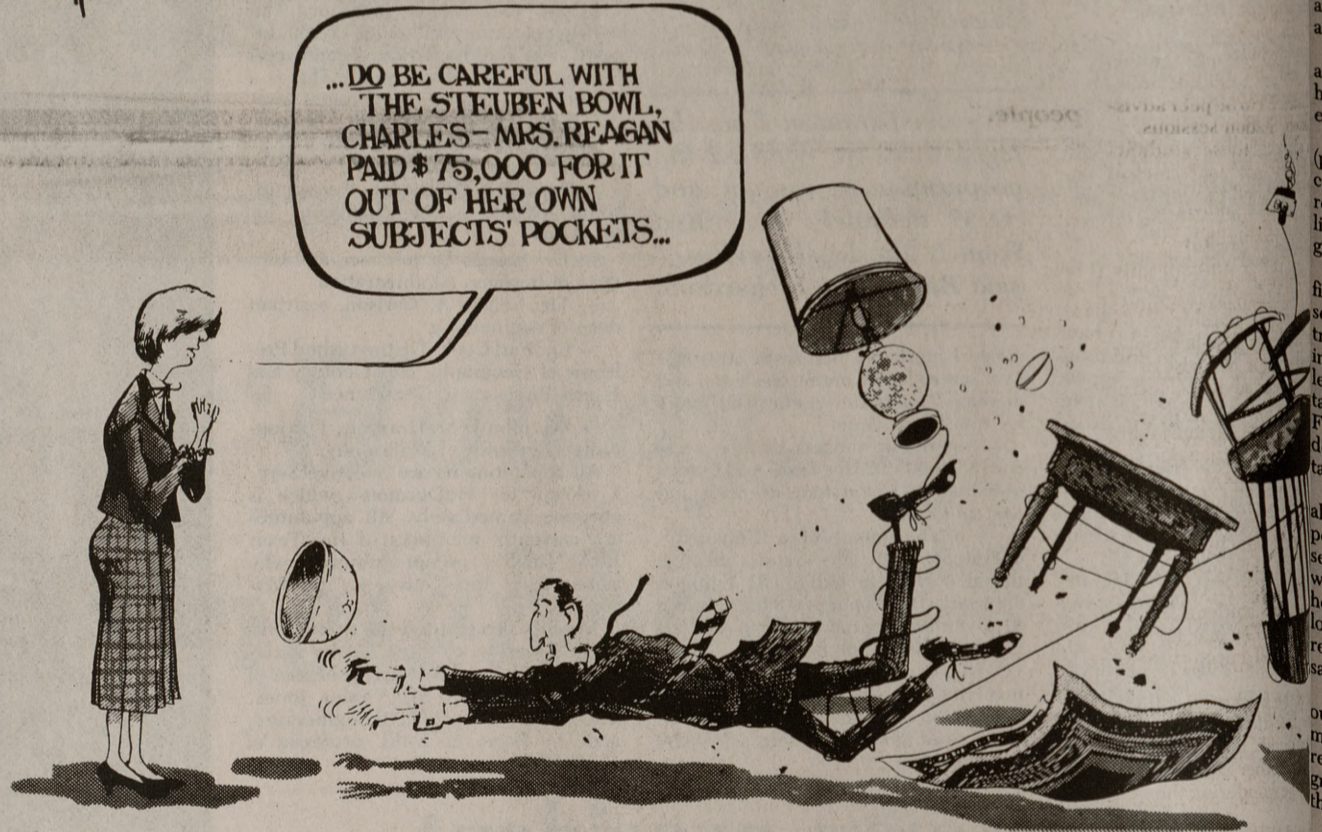
The custom is to say that these governmental upheavals represent the political fallout from the mid-1970's disruption in world energy markets, and the resulting stagflation that besets most of the advanced economies.

That is probably sound analysis. But the suspicion lurks that there is some deeper force at work, requiring massive adjustment in both the communist and the capitalist worlds. The suspicion is that we may be at one of those hinge-points in history, when the old order vanishes and a new system brings new leaders to the fore.

The rulers of today — in both the East and the West — are people who were shaped by the last great war. Even those newly arrived in power, like Francois Mitterrand and Ronald Reagan, first made their names in the years before and during that epic struggle.

Reagan and Mitterrand, in their different ways, have demonstrated a remarkable appeal to the young people of their own countries. But it strikes me that the youngest government, the freshest movement, may be also the government whose very existence is the most powerful testament to the enduring thirst for freedom, even in the most difficult circumstances.

THE COLUMBIAN PHOTO © 1981 BY CHUCK TROTT - NY NEWS SHOOTER



## Swedish auto industry struggling

By LARS HERLIN

STOCKHOLM — The Swedish automobile industry is tiny compared to its U.S. equivalent. But like the car business in America and elsewhere, it has been hard hit by the recession.

Yet Sweden's two automobile companies, Volvo and Saab, have managed to survive without government subsidies by pursuing two policies.

They have brought out new models attuned to the changing market. And they have diversified into other fields, such as oil exploration and food processing, in order to compensate for their setbacks.

It may seem unusual that Sweden, with a population of only 8 million, should produce cars at all. Countries of similar size, such as Austria, Belgium and The Netherlands, do not have their own automobile manufacturers.

The Swedes pride themselves, however, on their skill at turning out high-quality industrial merchandise. Moreover, in this extremely advanced society, the economy depends on exports.

So the Swedish car business, which produces 280,000 automobiles per year, sells 75 percent of its output overseas.

Sweden, like other nations, is being flooded with Japanese cars, whose sales here last year ran to 14 percent of the total automobile market — an increase of 4 percent over 1979.

Despite cost-cutting methods, such as the use of robots in factories, Volvo and

Saab are also being confronted by Japanese competition overseas. A Japanese worker can assemble a car in half the time that it takes his Swedish counterpart, and at a much lower wage.

Thus the Volvo plant built in Maryland, designed to assemble automobiles for the U.S. trade, has never been completed. It now serves as a warehouse for imported Volvos.

But despite the Japanese challenge, Swedish automobile executives go out of their way to refrain from criticizing Japan for its aggressive efforts. For they realize that they also rely on exports, and they must be staunch defenders of free trade lest other nations throw up tariff barriers against Sweden.

Volvo's largest foreign market is the United States, where it sold some 55,000 cars last year. While American sales have been steady, exports in Western Europe have declined.

Swedish automobile executives are gambling on the possibility that foreign buyers will continue to want something other than small Japanese cars. For that reason, they are concentrating on the production of medium-sized vehicles that offer comfort as well as fuel efficiency.

For instance, Saab is planning to bring out a model next year equipped with a turbo-charger in the exhaust system that recycles that energy normally lost in the emission of exhaust gases. A similar Volvo model has been very successful.

During the 1970's, before the full impact

of the energy crisis set in, Swedish manufacturers set up production plants abroad in the expectation that they would promote foreign sales in that way.

But, like the moribund Volvo plant in Maryland, those efforts have not worked. Nor did the concept of merging Volvo and Saab into a single national company, mainly because of objections by the management.

The two companies have been in merger arrangement with other firms, however, Volvo, for example, went into partnership with Renault, a French company Saab, which has a joint venture arrangement in Canada with Leyland, also markets its cars in Sweden jointly with Honda, the Japanese.

At the same time, Volvo has taken over Beijerinvest, a large Swedish investment company, which has given the automobile company access to a variety of other endeavors. These diversified interests have helped Volvo in the black.

Though both Volvo and Saab lost money from car production, the companies together made a profit last year of \$220 million. They represent Sweden's largest industry.

Here as in the United States, where car manufacturers are themselves coming conglomerates involved in a wide assortment of fields — which may mean that the age of the automobile is over.

(Editor's note: Herlin writes on automotive issues for a Swedish business publication.)

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The Battalion is published Tuesday, Wednesday and Thursday during Texas A&M's summer semesters. Mail subscriptions are \$16.75 per semester, \$33.25 per school year and \$35 per full year. Advertising rates furnished on request.

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