



GOLD LAPEL PIN is presented to Harold Sexton (right), of Greene Motor Inc., of Livonia, by J. C. Walsh, of Import Motors, during ceremonies at a meeting of the Volkswagen Sales Guild in Grand Rapids. Sexton was one of three Greene Motors salesmen elected to fellows in the Guild. The others were: Richard Merritt and James Godfrey. The Fellows are awarded for distinguished achievement of sales during the previous year. The trio ranked among the top 10 salesmen in a two-state area.

Defines Condition

ANN ARBOR -- The University of Michigan Hospital has adopted standard definitions for describing the conditions of patients in information given to news reporters.

The University Hospital press guide, established several years ago, avoids calling any patient "satisfactory". Instead, it recommends "Good," "Fair," "Serious," or "Critical." Although these terms are fairly clear, they leave room for different interpretations by different people.

IN RECENT WEEKS, senior U-M physicians and administrators reviewed possible definitions of the terms and have agreed upon the following:

"Good": Vital signs are stable and within normal limits.

Patient is conscious. He is uncomfortable or may have minor complications. Favorable prognosis.

"Serious": Acutely ill with questionable prognosis. Vital signs may be unstable or not within normal limits. A chance for improved prognosis.

"Critical": Questionable prognosis. Vital signs are unstable and not within normal limits. There are major complications; death may be imminent.

In recent years the number of press inquiries about newsworthy patients in University Hospital has risen from an average of 50 per month to a current average of 200. The record number in a single month was 448.

Schoolmasters Clinic At U-M

Three Detroiters deeply concerned with the problems of U.S. cities will explain to educators "What the Public Is Trying to Tell the Schools" at the 31st annual meeting of the Michigan Schoolmasters' Club on May 10 at the University of Michigan.

William T. Patrick Jr. will open the general session at 10 a.m. in Rackham Lecture Hall. He is vice president of Metropolitan Fund and director of New Detroit Division, now on leave from Michigan Bell Telephone Co., where he is the assistant general attorney.

He also serves as visiting lecturer in political science at U-M's Dearborn campus and as consultant to the Office of Juvenile Delinquency and Youth Development of the U.S. Department of Health, Education and Welfare.

FOLLOWING PATRICK will be Detroit Councilman Mel Ravitz, who was chairman of the Wayne County Board of Supervisors, and Richard Simmons, executive director of the Mayor's Committee on Total Action Against Poverty.

Lift License Of Death Drivers, Hare Proposes

In Michigan you can kill a person with your automobile and suffer no loss of your driving privileges unless convicted.

You can have a whole string of accidents and likewise maintain your driving rights--unless convictions push your point total to 12 or more. Then the secretary of state can demand a driver re-examination.

This is the problem of the accident-prone driver, which Secretary of State James M. Hare has termed one of the biggest loopholes in the state's traffic laws.

Hare seeks to plug the loophole through an amendment prepared for submission to the

current Legislature.

UNDER THE PROPOSED amendment, a driver could face suspension or revocation of his operator's license if:

1. He has in one or more instances been involved in an accident resulting in the death of a person.
2. He has, within a two-year period, been involved in three accidents resulting in personal injury or property damage in excess of \$200 and the subsequent police report indicates moving violations.

Twenty-eight states have laws providing for suspending or revoking driver licenses for accidents resulting in death, injury, or substantial property damage.

Some states have made accidents as well as a specified point total a basis for taking away driving rights.

CURIOUSLY, Michigan had a more stringent law governing the accident-prone driver before the point system went into effect in 1958.

Then the law provided that the department could suspend or revoke a driver's license if there was reason to believe that driver was incompetent, had disqualifying physical or mental disabilities, was habitually reckless or negligent, or had in one or more instances "driven a motor vehicle in a reckless or negligent manner and had thereby caused death or injury to any person or

serious damage to property."

When the point system was adopted, the law retained the provisions as to incompetency and disabilities, but eliminated the reckless and negligent provisions and the death-injury-damage clause. In place of these items, lawmakers inserted the words: "Or whenever any person has charged against him a total of 12 or more points, within a period of two years."

A 1967 MICHIGAN study of 40,000 drivers, each with 12 or more points, showed that 83.6 per cent had been involved in only one or no accidents in the preceding two years.

Points do not necessarily mean accidents and accidents do not necessarily mean points.

This is the reason for quicker action against accident-prone drivers without reference to their point totals.

What kind of person is the accident-prone driver? He is often the emotionally-disturbed, the angry, the impatient driver.

He is many times aggressive, impulsive, intolerant.

He is the driver who has a lot of "near misses" which even careful drivers experience occasionally. He is the driver who makes more driving errors than most.

But there is really no adequate definition, except that an accident-prone driver is one who has more accidents than the average--and certainly more than he should.

E. J. Korvette

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