

The following is only an abstract of one of our earlier reports. An email request for a printed or PDF copy of the complete report can be generated by clicking on the **Report Number** of this report in the table of reports on the [Research Studies and Reports](#) page. The PDF copy of the complete report was created by scanning an original, printed copy, and thus is only *partially* searchable and *is not* accessible, but is fully printable.

A printed or PDF copy of our studies and reports may also be requested by mail or phone at:

Department of Motor Vehicles  
Research and Development Branch  
2570 24th Street, MS H-126  
Sacramento, CA 95818-2606  
(916) 657-5805

For a request by mail, please include the report number and your name, address, and phone number. Also, please state whether you are requesting a printed copy, a PDF copy, or both. For a PDF copy, please include your email address.

TITLE: Driving Under Suspension and Revocation: A Study of Suspended and Revoked Drivers  
Classified as Negligent Operators

DATE: January 1965

AUTHOR(S): G. van Oldenbeek & Ronald S. Coppin

REPORT NUMBER 18

NTIS NUMBER: PB-218850

FUNDING SOURCE: Departmental Budget

PROTECT OBTECTIVE:

To examine a six-year record of 1,326 negligent operators who were suspended or revoked to determine how many continued to drive and how many were convicted of this offense as well as the violation for which they were stopped.

SUMMARY:

Conviction and accident records over a six-year period showed that 33% of suspended and 68% of revoked negligent drivers accrued accidents or traffic convictions during suspension or revocation. Almost 99% of revoked or suspended drivers were males. There was an inverse relationship between driving during suspension or revocation and age. There appeared to be no relation between driving under suspension or revocation and annual mileage. There was little relationship between the frequency of driving under suspension or revocation and the severity of the penalties assessed by the courts. Out of every 100 possible convictions for driving under suspension or revocation only 44 materialized; the other 56 convictions were for lesser violations.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Subsequent studies of the issue confirmed the original findings and have shown that enforcement of driving under suspension has continued to decline. The more recent studies have shown that other groups (such as the physically and mentally impaired or drunk drivers) respond more favorably to suspension than do negligent drivers.

SUPPLEMENT ARY INFORMATION:

See Report #75 (Hagen et al.) and Report #129 (DeYoung) for more recent studies.