



How Computer Can Be Law Enforcement Tool

LANSING -- Computerization of all Michigan driver and vehicle records will be vital not only to the state's law enforcement community but could also be an invaluable tool in accident prevention as well.

This prediction was made by Secretary of State James M. Hare, Mechanization program of the Michigan Department of State was outlined. Hare said that nearly 10 million records of drivers and vehicles will be processed and computerized by mid-1970. Presently, about 70 per cent of all records including driver, vehicle, accident, problem driver, and others had been mechanized.

MANY JOBS now performed through the computer were listed by Hattiger. However, he said the "most fascinating possibilities were in the computer's ability to handle studies of drivers, their habits, the kinds of cars they drive,

their records. "Through these studies, perhaps we can do a great deal in accident prevention."

Hare envisions studies involving every one of Michigan's five million drivers, instead of fractional studies involving several thousand, even though many of the small studies appear to be strongly valid.

Studies have been done on the correlation of accidents and points and it was found out that many high-point drivers had no accidents on their records at all or only had one.

A RECENT study seemed to debunk the theory that men are safer drivers than women. In this study, women had less points and fewer accidents than their male counterparts.

The computer has revealed that seven out of every 10 cars on Michigan highways are less than five years old.

Another study disclosed that less than 25 per cent of Michigan's estimated 300,000 so-

called "problem drivers" are chronic violators with 10 or more traffic convictions on their records and that only six per cent have 15 or more convictions.

A study bore out the premise that excessive speed is by far the largest type of infraction committed by Michigan drivers.

Still another revealed that more than 50 per cent of Michigan drivers who accumulate enough points for action in the state driver improvement program are between 18 and 24.

"Teenage drivers ... although they comprised only seven per cent of Michigan's licensed drivers ... were involved in 15.5 per cent of all accidents.

According to Hare, "We are only scratching the surface on the possible studies we can conduct."

PREPARING FOR Pass, Putt and Kick contest for youngsters in the Plymouth area are Contest Manager Joe Bida (left) and Leo Calhoun, president and owner of the Leo Calhoun Agency, sponsor of the competition. Entry blanks are available at the Calhoun Ford Agency on Plymouth Road.

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Political Roundup MCCD Group Still Holds Out

DETROIT -- Disenchanted members of the State Democratic Party said they could not actively support Vice-President Hubert Horatio Humphrey for president unless he altered his positions, particularly on Vietnam.

If Humphrey does not at least start on these changes, they said, they may, quite possibly, sit out the election. In a press conference, Prof. Otto Feinstein, chairman of the Michigan McCarthy Committee; Al Fishman, vice chairman of the Michigan Conference of Concerned Democrats; and Alan Jones, secretary-treasurer of the MCCD, announced that their groups will meet later this month to decide on a position toward the presidential election.

TEXAS -- Richard M. Nixon, GOP presidential candidate, said Hubert H. Humphrey offers more of the same policies which have "frustrated away the greatest military power in history in a policy of piecemeal escalation."

The administration, he said, has presided over a time when the crime rate has escalated nine times the rate of population and spending policies have sharply increased economic woes.

"Rather the government housing, government welfare and government jobs, let's provide incentives for private enterprise to go into the slums and create the employment that will build in human dignity rather than continue human dependency," he said.

WASHINGTON -- Vice-President Hubert Humphrey opened his campaign for the presidency with a pledge to crack down on violent extremists--black and white--who have spread terror in the nation.

Humphrey warned that if the trend toward "guerrilla bands" continues, "there is no question in my mind but that strong legislation is inevitable to stop their activities."

He said he would propose it if elected. "We cannot tolerate in America armed terrorist groups of any color or persuasion," Humphrey lashed out at his Republican adversary as an ally of social reactionaries at home and as a hawkish advocate of military force in Southeast Asia.

Support Uniform Auto Licensing

A uniformly strong and impartial licensing system as proposed in the Highway Safety Act of 1965 will result in less abuse of the driving privilege and greater security for all who share the road, declares Donald C. Bolton, Michigan's Regional Manager and safety crusade representative of All-state Insurance Companies.

The Highway Safety Act of 1965 put into federal law uniform national minimum standards of testing, re-examination and improvement of drivers to assure a higher degree of continuing driver competence.

"The new standards are higher than those now in effect in most states," stated Bolton. "Although the process of licensing and re-licensing drivers is one of the cornerstones of traffic management, a fully capable system has been more of a goal than a reality in many states."

BOLTON observed that in some states licensing agencies have upgraded their initial driver qualification standards but have not provided sufficient facilities for periodic re-examination, for evaluation of driver performance, for problem driver counseling, or for temporary or permanent removal of licenses of those who prove unable or unwilling to abide by the rules of the road.

"Some state Motor Vehicle Administrators already have the enabling authority to carry out the full, balanced program. But they say there are four major obstacles to the achievement of such a program: insufficient funds, outdated facilities, inefficient procedures, and a shortage of trained personnel," Bolton continued.

Bolton concluded by emphasizing the need for public support in achieving solutions to the four obstacles.

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