EVERYDAY DRIVING VIOLATIONS OF CAR AND RACING ENTHUSIASTS IN ONTARIO, CANADA

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INTRODUCTION

High risk driving

- Street racing and stunt driving (e.g., drifting)
- Using a vehicle in a dangerous and irresponsible way
- Prohibited in countries such as Canada

Car and racing enthusiasts

- Car and racing activities as a particular social context
- Not a homogenous group
- Young males, driver thrill seeking, high risk driving attitudes, etc.
Favorable tendencies (e.g., attitudes) 

Everyday violations linked to high risk driving (e.g., speeding)
INTRODUCTION

Everyday violations

- Ordinary violation (i.e., breaking traffic rules)
- Aggressive violation (i.e., aggressive acts toward another road user)

No study on aggressive violations
Objective:
The relationships among high risk driving attitudes, driving violations, & negative outcomes (among a sample of car/racing enthusiasts)
Procedure

- A web-based survey
- Members and visitors of car club and racing websites in southern Ontario
- 134 identified websites
  - 111 had an active email address
- The response rate was 26.1%
Instruments

Driving violations

- A 16-item questionnaire based on the Driver Behaviour Questionnaire (Reason et al., 1990)
  - 11 items from different studies
  - 5 items of the Self Report Driver Aggression Quest. (Hennessy et al., 2001)

- Frequency in general
Instruments

Attitudes toward street racing and stunt driving

1. Attitudes toward the changes in the street racing and stunt driving legislation
2. Attitudes toward the newly added stunt driving violations in the legislation
3. General attitudes toward street racing and stunt driving
4. Comparison of street racing with other risky driving behaviours
**METHOD**

**Negative outcomes**

- Self-reported collisions (in the past five years)
- Self-reported driving offence citations (in the past year)

**Background information**

- General (e.g., age, gender)
- Driving (e.g., driving hours per week)
Sample

- 366 subjects (341 male, 25 female)

- Driving frequency (h/week): $\mu = 13.93; \sigma = 10.34$

- Age, gender, and driving frequency were controlled
Factor analysis

- Principal axis factoring
- Driving violations
  1. Aggressive violations (8 items; $\alpha = 0.81$) (mainly frustration-aggression related)
  2. Ordinary violations (5 items; $\alpha = 0.87$) (mainly speeding related)
Structural equation modeling

Changes in legislation
Legislation about stunt acts
Comparison with other acts
General attitudes

Attitudes

Driving violations

Outcomes

Ordinary violation
Aggressive violation
Collisions
Offence citations

χ²/df=30.03/16    RMSEA=.05    SRMR=.04    CFI=.98
Changes in legislation

Legislation about stunt acts

General attitude

Ordinary viol.

Aggressive viol.

Offences

Row 1: Changes in legislation
Row 2: Legislation about stunt acts
Row 3: General attitude
Row 4: Ordinary viol.
Row 5: Aggressive viol.
Row 6: Offences

Connections:
- Changes in legislation to Ordinary viol.: 0.06
- Legislation about stunt acts to Ordinary viol.: -0.22
- General attitude to Ordinary viol.: -0.03
- Ordinary viol. to Offences: 0.12
- Aggressive viol. to Offences: 0.15
- Ordinary viol. to Aggressive viol.: 0.22
- General attitude to Aggressive viol.: 0.17

Diagram represents structural equation modeling.
Ordinary violations

- Speeding items

- Speeding is an inherent part of high risk driving and is glorified in car and racing activities

- Attitudes transferred to everyday driving as speeding, in turn, related to offence citations

- Probably, not only to instrumental considerations but also to affective underpinnings
Aggressive violations

- Frustration-aggression related items
- Thrill seeking & competitiveness on the road
- These may increase feeling frustration on the road which may lead to aggressive violations, predicting offence citations.
Favourable attitudes toward high risk driving seem to be transferring to violations in everyday traffic which mediate offence citations.
THANK YOU