

and lower total-family income were more likely to be multiple offenders. Multivariate analysis also indicated that multiple offenders had significantly higher levels of depression, general assaultiveness, and problem denial. Bivariate analysis indicated that multiple offenders scored higher on measures of driving for tension reduction and resentment; these associations, however, were not statistically significant when controlling for demographic characteristics and drinking-problem severity. Contrary to a priori expectations, multiple offenders exhibited significantly lower levels of sensation seeking.

Overall, our results were generally consistent with past research, indicating that first and multiple DUI offenders vary across several potentially important dimensions. Not surprisingly, multiple offenders manifest elevated alcohol-problem severity which likely contributes to increased driving risk. Our findings also suggest that many multiple offenders have driving-related attitudes and personality characteristics that could contribute to crash risk. Unfortunately, our results are based on cross-sectional data and the temporal sequence that underlies the observed relationships cannot be unambiguously established. Longitudinal research is needed to determine if variables that distinguish first and multiple offenders are useful predictors of subsequent DUI arrests and crash involvement.

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A COMPARISON OF MALE AND FEMALE DRINKING DRIVERS

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Recent studies, using official records, suggest that young female drivers may represent a subpopulation at increasing risk of alcohol-related crash involvement. But female drinking drivers have not been studied extensively, and comparatively little is known about their potential risk characteristics, or the ways in which they may differ from male drinking drivers.

In this study, we compared convicted male ($n = 1,113$) and female ($n = 242$) DUI offenders. Subjects were recruited from California DUI offender programs and asked to complete the comprehensive Health Attitudes and Practices Survey. Subjects were compared on a total of 23 variables, including demographic characteristics, self-reported quantity and frequency of alcohol consumption, measures of alcohol-problem severity, driving-related attitudes, and selected

personality characteristics.

Not surprisingly, discriminant analysis indicated that males were significantly (multivariate $p \leq .05$) more likely to be multiple offenders than females. Additionally, males had significantly higher personal incomes, and reported both more frequent and higher quantity alcohol consumption than their female counterparts. The analysis also revealed gender differences in driving-related attitudes and selected personality characteristics. After controlling for offender status, demographic characteristics, and drinking-related behaviors, males scored significantly higher on measures of competitive driving, sensation seeking, resentment, depression, and assaultiveness. Males also exhibited a greater tendency to deny negative behaviors and personality traits. Females scored significantly higher than males on a measure of poor emotional adjustment. Standardized discriminant function coefficients indicated that personal income, assaultiveness, and emotional adjustment were the most effective discriminating variables. Compared to random assignment based on an equal probability model, the discriminant substantially improved classification results; approximately 72% of females, and 73% of males, were correctly classified.

In summary, this analysis revealed several statistically significant differences between male and female DUI offenders. Such differences may be clinically relevant and suggest a possible need for separate treatment and intervention strategies for female and male DUI offenders. Males, for example, were more likely to have attitudes and personality traits (e.g. assaultiveness, sensation seeking, driving for competitive speed) that may exacerbate driving risk. Males with such characteristics may benefit from programs that help them channel their energies into more socially acceptable outlets. Female offenders, on the other hand, tended to display poorer emotional adjustment and could potentially benefit from programs that enhance emotional stability and self-image. Clearly, much more research is needed to investigate the potential interaction effects of gender with treatment outcomes.

FACTORS RELATED TO JUDICIAL ASSIGNMENT OF DUI OFFENDERS TO TREATMENT

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Research in the United States over the last three decades has made it clear that at least one-third of the drivers responsible for alcohol-related crashes and of the drivers arrested for drunken driving are likely to be "problem drinkers"; that is, individuals whose drinking is producing negative life consequences and who can