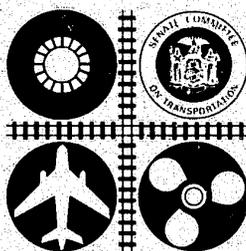


Auto Theft, 1979

A Survey of Recent Motor Vehicle Theft Prevention Activities and Publications



**Published by the New York State Senate
Committee on Transportation**

John D. Caemmerer, Chairman

September, 1979

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AUTO THEFT, 1979:
A Survey of Recent Motor Vehicle Theft
Prevention Activities and Publications

Published by the
New York State Senate
Committee on Transportation

Senator John D. Caemmerer, Chairman
Honorable MacNeil Mitchell, Project Director

NCJRS

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September, 1979

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NEW YORK STATE
SENATE COMMITTEE ON TRANSPORTATION

September 25, 1979

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Dear Concerned Citizen:

In October 1978, the New York State Senate Committee on Transportation held the first ever National Workshop on Auto Theft Prevention. Over 300 participants from 30 states representing business, industry and government attended. Through the Committee's efforts, aided by a grant from the Law Enforcement Assistance Administration of the U.S. Department of Justice, the groundwork was thus established to commence an intensified effort in combating auto theft throughout the country. Considerable progress already has been made, including among other things the setting up of state task forces. A Compendium of the Workshop proceedings was also published and is available from my office.

Participants at the Workshop and the Justice Department made it clear that it would be extremely constructive to have available a listing of up-to-date literature and activities on auto theft prevention. The enclosed compilation represents the result of extended research on my part and that of my staff to prepare the necessary material. While it was not possible to put together an "encyclopedia" on the subject, the Committee believes this report will serve as a valuable reference tool not only for those unfamiliar with the concerted efforts now going on to reduce auto theft but also as well for law enforcement personnel and lawmakers.

This survey is being sent to you with our compliments and that of the Law Enforcement Assistance Administration. We hope it will be useful in our combined efforts to eliminate this horrendous problem which from a liability standpoint has become second only to arson. We welcome your comments and suggestions.

Sincerely,


JOHN D. CAEMMERER
Chairman

JDC/Msk
Encs.

TABLE OF CONTENTS

SENATOR JOHN D. CAEMMERER LETTER OF TRANSMITTAL.....	iii
INTRODUCTION.....	1
SUMMARY OF CONTENTS.....	2
THE NATIONAL WORKSHOP ON AUTO THEFT PREVENTION.....	4
FEDERAL GOVERNMENT INVOLVEMENT IN AUTO THEFT PREVENTION.....	6
STATE GOVERNMENT AND AUTO THEFT PREVENTION.....	17
PRIVATE ORGANIZATIONS AND TRADE ASSOCIATIONS INVOLVED IN COMBATING AUTO THEFT.....	32
ANTI-CAR THEFT (ACT) CAMPAIGNS.....	41
LITERATURE SURVEY AND BIBLIOGRAPHY.....	43
Studies, Reports, Legislative Testimony of Federal Agencies and Officials.....	45
Results of Studies.....	49
Journal and Newspaper Articles.....	55
Books, Guides and Pamphlets.....	62
Miscellaneous: Conference Proceedings.....	64
Films or Film Strips.....	66
GLOSSARY OF SPECIAL TERMS USED IN MOTOR VEHICLE THEFT	67

INTRODUCTION

This report is a selective summary of what is happening across the country to reduce auto theft. It is meant as an aid to those who are new to the field, as well as a reference tool for people who have been involved in auto theft prevention for some time. The report covers federal activity, highlights recent state action and discusses the involvement of a number of private groups in trying to curb auto theft. This is followed by an annotated literature survey.

This publication is one of the follow-up activities to the National Workshop on Auto Theft Prevention, held in New York City from October 3 to 6, 1978. Over 300 people from 30 states who were interested in combating this problem attended. It was sponsored by the New York State Senate Committee on Transportation, chaired by Senator John D. Caemmerer, with former Senator MacNeil Mitchell as its project director. The workshop was funded in major part by a grant from the National Institute of Law Enforcement and Criminal Justice Services of the Law Enforcement Assistance Administration of the U. S. Department of Justice, with support funding contributed by the New York State Senate.

It should be emphasized that this report is not designed to be a complete summary of current activities in auto theft prevention. Most day-to-day work in the field, for example, is conducted by local and state police and by motor vehicle administrations in the several states. The variety and complexity of such activity precludes its being summarized in a short report. In addition, it became clear as work proceeded on this publication that it would not be possible to summarize existing state laws and regulations pertinent to motor vehicle theft in a succinct manner. Again, the problem is the tremendous variety of such material.

The primary purpose of this report, however, is not to serve as an encyclopedia of information but to encourage contact and exchanges between the various organizations, governments and other parties who are working to control the auto theft problem. The reader who is interested in obtaining more detailed information can do so by contacting the various persons listed throughout this report. This emphasis on mutual sharing of information reflects one of the main conclusions of the National Workshop, namely that our country's auto theft problem will not be solved unless the various concerned groups better coordinate their activity. It is also hoped that this report will make the jobs of legislators and other government officials easier in terms of seeking answers on issues related to auto theft prevention.

SUMMARY OF CONTENTS

1. Introduction
2. Summary of Contents
3. National Workshop on Auto Theft Prevention

Briefly, the purpose of the workshop is summarized. Held in October of 1979, it was the first ever of its kind, and was designed to bring together a variety of state and federal government officials, law-enforcement personnel, and non-government officials who are concerned with the auto theft problem. A National Liaison Committee on Auto Theft Prevention with former Senator MacNeil Mitchell as its Chairman was established at the conclusion of the Workshop to carry forward the activities initiated at that conference. A compendium of proceedings is available.

4. Federal Government Involvement

Federal government activity in auto theft prevention is summarized by tracing its involvement from the passage of the Dyer Act in 1919 to the proposed comprehensive "Motor Vehicle Prevention Act of 1979." It is emphasized that federal action is designed to assist states, where primary responsibility in this area rests. The names and principal contacts in both the executive and legislative branches are included.

5. State Government and Auto Theft Prevention

Several state laws and legislative proposals of recent years are highlighted. Mention is also made of efforts to encourage uniformity of state laws in this area. Contacts in several states are cited.

6. Private Organizations and Trade Associations Involved in Combating Auto Theft

While only two national organizations are exclusively devoted to curbing auto theft, there are several which have directed an increasing amount of attention to strategies designed to prevent motor vehicle theft. In this section, the activities of the major groups are summarized. Pertinent publications are listed as well as the names of contact persons.

7. Anti-Car Theft (ACT) Campaigns

Because of the extent of car theft in major American metropolitan areas, citizen groups have been formed to increase public awareness and to assist law-enforcement agencies in curtailing theft. This section highlights certain of these activities.

8. Literature Survey and Bibliography

This is a selective and annotated listing of publications dealing with auto theft, most of them dating from 1974 and after. It includes studies and reports

of federal officials, results of studies, journal and newspaper articles, books, guides and pamphlets and films.

9. Glossary - Motor Vehicle Theft Terms

This glossary is mainly the work of Stephen Weglian of the Criminal Division, U.S. Department of Justice.

THE NATIONAL WORKSHOP ON AUTO THEFT PREVENTION

The National Workshop on Auto Theft Prevention was held in New York City from October 3 to 6, 1978. Attended by over 300 individuals from government and private business, the Workshop was the first of its kind to be held in the United States. It was sponsored by the New York State Senate Committee on Transportation, chaired by Senator John D. Caemmerer, and was funded in part by a grant from the National Institute of Law Enforcement and Criminal Justice of the Law Enforcement Assistance Administration. Senator Caemmerer chose MacNeil Mitchell, special counsel to the Transportation Committee, as project director.

The Transportation Committee sponsored the National Workshop because staff research and public hearings had made it evident that auto theft could not effectively be dealt with by each state acting alone. In order to reduce the nation's high rate of motor vehicle theft, the cost of which is now estimated to be over \$4 billion each year, it is necessary that the several states, the federal government and private industry cooperate in a more coordinated and effective manner. As a step in this direction, Senator Caemmerer decided to convene a national meeting at which a consensus could be reached on practical measures that could be taken to significantly reduce the incidence of motor vehicle theft in the United States. With the aid of the federal grant, the national meeting was made possible.

The National Workshop was a success. Individuals from varied fields did come together to discuss their ideas and at the end of the Workshop participants approved 24 resolutions aimed at solving the auto theft problem. Yet it was clear that unless follow-up action was taken the momentum created at the Workshop might be lost. Accordingly, the participants approved the creation of a National Liaison Committee, the members of which are listed further below. The Committee was to aid in the establishment of state and/or regional task forces on auto theft, to foster research in the field, to serve as a clearinghouse of information and to undertake several other activities.

Since the Workshop ended, task forces have been created in Illinois and Ohio, and discussions on task forces have taken place in several states. Particular attention has been given to a possible regional task force comprised of the four Western States bordering on Mexico, all of which have common problems in auto theft matters. Moreover, a great deal of information has been gathered about auto theft. This publication is a direct outgrowth of the Workshop's mandate to disseminate such useful information.

For free copies of the Compendium of Proceedings of the National Workshop on Auto Theft Prevention contact: New York State Senate, Committee on Transportation, Room 811, Legislative Office Building, Albany, N.Y. 12247. Telephone: 518-455-3344.

For further information contact MacNeil Mitchell, Chairman of the National Liaison Committee, at the address below.

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FEDERAL GOVERNMENT INVOLVEMENT IN AUTO THEFT PREVENTION

Auto theft prevention has been a concern of the federal government since 1919, when the Congress passed the Dyer Act. In short, this Act empowers the Department of Justice to prosecute accused car thieves who transport stolen vehicles across state lines. This law, while allowing the federal government to play a role in auto theft prevention, is not designed to relieve the states of the primary responsibility in this area where it has remained over the years. But, because auto theft prevention has become such a serious national problem, federal involvement as well as increasing state and local efforts are required to reduce the burdens of the resulting consequences on the American consumers.

The two federal agencies most involved in auto theft prevention are the Departments of Justice and Transportation, particularly through the National Highway Traffic Safety Administration (NHTSA).

Following, in chronological order, are summaries of important developments by the federal government between 1919 and 1979 regarding efforts to curtail auto theft.

I. Dyer Act of 1919 (18 U.S.C. 2312/2313)

The Dyer Act of 1919 was passed by Congress specifically to assist states in the detection, apprehension, and prosecution of automobile thieves who fled across state lines to avoid prosecution in the state where the crime occurred. Under the provisions of the Act, the Department of Justice may prosecute persons accused of stealing automobiles and transporting them from one state to another. Although in the beginning, prosecutions were limited mainly to organized ring cases and multi-theft operations, the sheer volume of individual cases later caused the Justice Department to spend an inordinate amount of time prosecuting persons with no relationship to organized activity. As a result, by the late 1960's car thieves accounted for nearly 20 percent of all convicted federal prisoners, many of whom were juveniles (under 21 years of age). The growth of the Federal Bureau of Investigation (FBI) and its success in apprehending car thieves, who were also involved in other crimes, and the enactment of laws regarding other interstate offenses which involved the use of stolen vehicles, seem to be the reasons for such a large number of convicted federal prisoners as car thieves.

In 1970, the Department of Justice decided to concentrate primarily on organized crime and interstate auto theft rings. Most other cases, some of which are in violation of the Dyer Act, are referred to state and local jurisdictions for prosecution. The rationale for this federal government shift is discussed later in this section.

II. Convention for the Recovery and Return of Stolen or Embezzled Motor Vehicles, Trailers, Airplanes or Component parts of Any of Them - 1936

In 1936 the United States of America and the United Mexican States entered into a treaty on the return of motor vehicles which were stolen in their territory and recovered in the territory of the other. Because of the paperwork involved the treaty in recent years has provided the return of less than 50

motor vehicles a year. When one considers that informed sources estimate that anywhere from 5,000 to 10,000 United States owned motor vehicles are stolen and taken to Mexico each year, the treaty has not been very effective. Fortunately, informal arrangements have been made by the local and state authorities of each country which have accommodated the more rapid return of such vehicles. It is estimated that nearly 1,000 vehicles are recovered through these informal arrangements, primarily along the Mexican-California border.

Recently the governments of the United States and the Republic of Mexico have commenced negotiations to revise the 1936 treaty. At present, these negotiations look fruitful and it is anticipated that they will lead to a new treaty which will help produce the return of more stolen vehicles than are presently being returned either formally or informally. The proposed new treaty will lessen the amount of paperwork, quicken the recognition and the recovery of stolen vehicles, clarify responsibilities, encourage the informal procedures for the border areas, and generally improve cooperation in this area between all authorities on both sides of the border.

III. National Traffic and Motor Vehicle Safety Act of 1966 (15 USC 1381, 1391 - 1426)

The purpose of this Act is to reduce traffic accidents and deaths and injuries to persons resulting from traffic accidents. Originally, the authority to carry out this objective was vested in the National Traffic Safety Bureau, located in the United States Department of Commerce. Executive Order Number 11357, signed by President Johnson on June 6, 1967, authorized the Bureau to coordinate a national safety program and establish standards for motor vehicles in interstate commerce.

Later, as the Department of Transportation, which was created in 1966, assumed greater responsibilities, the Bureau was transferred to that agency and eventually became the National Highway Traffic Safety Administration (NHTSA).

Although NHTSA is not authorized to promulgate standards related solely to preventing auto theft, some of them have a dual effect: making automobiles safer - NHTSA's primary task - and deterring theft. However, the passage of the "Motor Vehicle Theft Prevention Act of 1979" would permit NHTSA to issue standards with the sole purpose of preventing and deterring auto theft. In the meantime, the Agency has issued two motor vehicle standards, currently in force (115 and 114) and has proposed a third (Proposed Standard 19, under the Highway Safety Act of 1966), all of which are intended to make the design or use of cars safer, but, simultaneously, to also make them less vulnerable to theft.

Summaries of each of the standards and amendments are presented below.

IV. Federal Motor Vehicle Safety Standard Number 115; Vehicle Identification Number, 1969

Standard Number 115, which became effective on January 1, 1969, requires each automobile to have a unique serial number, one peculiar to each make and model. While the primary rationale for this requirement is to aid NHSTA in the administration of the safety defect and standard non-compliance recall program, this Vehicle Identification Number (VIN) has the effect of deterring auto theft and assisting law enforcement agencies in auto theft investigative procedures.

Oftentimes, the VIN is the only information lead law-enforcement agencies have when initially called upon to recover stolen vehicles, in spite of their increasing alteration or obliteration by organized crime rings. VINs are useful to law enforcement agencies and consumers, with both groups demonstrating this importance by advocating the marking of various parts of the automobiles with VINs to help prevent the sale of such parts by "chop shops."

V. Federal Motor Vehicle Safety Standard Number 114; Theft Protection - Passenger Cars, 1970

Effective since January 1, 1970, this standard requires passenger cars to have a key-locking system with a warning buzzer. When the key is removed from the ignition, either steering or self mobility of the car or both is prevented; the warning buzzer is designed to remind the driver to remove the key when leaving the vehicle.

This standard, while aimed specifically at theft prevention, is clearly "safety" oriented. Using evidence supplied by the Department of Justice, which shows a high proportion of stolen cars involved in accidents, NHTSA remained very much within the scope of its "safety" oriented legislative authority with the issuance of Standard 114.

Additionally, the Justice Department's Criminal Division believes claims that 114 has been a major deterrent to amateur theft, especially juveniles (under 18). For example, between 1967 and 1976, the arrest rate for juveniles accused of car theft declined from 62 percent to 53 percent, and juvenile arrests for motor vehicle theft per 100,000 people dropped from 50 percent in 1967 to 33 percent in 1976.

VI. Department of Justice's Prosecutive Policy Change Under Dyer Act, 1970

Three months after the effective date of Standard 114, the Department of Justice announced a major change in its prosecutive policy under the Dyer Act. In March of 1970, the Department announced that it would focus more of its efforts on organized crime and other major federal offenses and then would be devoted to prosecuting car thieves. It would, however, continue to prosecute primarily those persons involved in organized crime and interstate auto theft rings, but provide for referral of other accused car thieves to state and local jurisdictions for prosecution. This move by Justice was interpreted by some as an attempt to de-emphasize the seriousness of auto theft, a view with which the Department officials vigorously disagree.

Justice's change in policy seems to have occurred for three additional reasons. There was a desire to reduce the caseloads of its U.S. Attorneys and to reduce the number of auto thieves confined in federal prisons. Thirdly, the Department of Justice reasoned that since the overwhelming majority of auto thefts were committed by juveniles, this offense was primarily a local problem which should be dealt with by local authorities and the juveniles' parents and not a distant federal court. Subsequently, the federal government has decided to close down its juvenile facilities.

The impact of this withdrawal resulted in a greater burden on state and local law enforcement agencies, an increased demand for stronger state laws and

more organized, coordinated interstate and federal-state cooperation in preventing car theft and apprehending offenders. In retrospect, Justice's decision to reduce its involvement in auto theft prevention was not designed to de-emphasize its seriousness, but to force the local law-enforcement agencies to become more aggressive in pursuing car thieves, a strategy which seems to have influenced officials in Boston, New York City and Chicago, where numerous laws have been enacted to combat auto theft within the last few years.

Additionally, in 1978 the Blackstone Institute conducted a study which revealed that there were some gaps in the compliance with the United States Department of Justice's prosecutive guidelines for Dyer Act violations. In October 1978, the National Workshop on Auto Theft Prevention encouraged the Department of Justice to improve the effectiveness of its guidelines in consultation with other law enforcement officials.

Subsequently, in July of 1979 after consultation with the nation's law enforcement community, certain modifications to the guidelines were proposed by Justice's Criminal Division staff to clarify the goals and procedures relating to the policy. The proposed modifications would not change the basic thrust of the existing policy in that individual motor vehicle theft cases which do not involve exceptional circumstances should not be prosecuted in federal courts. If approved by the Attorney General, the modification would: (1) place greater emphasis on ring prosecutions; (2) require notification to local authorities of matters declined for federal prosecution; (3) require federal prosecutors to take a "second look" at matters involving exceptional circumstances previously declined by them if the local authorities do not undertake prosecutions; (4) drop the current prohibition against federal prosecution of an adult (21 or over) who has no previous felony conviction; (5) redefine "recidivist" to require only a prior conviction instead of a previous actual institutional incarceration; (6) state that the prosecutive restrictions of the policy do not apply to individuals involved in ring cases; (7) define a ring case; (8) permit venue for ring cases in any district in which the ring operated; and (9) highlight the availability of 18 U.S.C. Section 5001 to assist local authorities in theft jurisdiction.

VII. Master Key Act, 1971 (39 USC 3002 - P.L. 91-375), 1971

Commonly referred to as the "Master Key Act of 1971", this statute is, in fact, part of the Postal Reorganization Act of 1971 (P.L. 91-375). In essence, the "Act" makes non-mailable motor vehicle master keys designed to operate two or more motor vehicle ignition, door, or trunk locks of different combinations.

VIII. Federal Interagency Committee on Auto Theft Prevention, 1975

At the urging and initiative of Attorney General William Saxbe, a Federal Interagency Committee on Auto Theft Prevention was established in March, 1975. Primarily formed to provide a means for federal government cooperation and coordination, it is co-chaired by officials of the Departments of Justice and Transportation. Additional member agencies are the Departments of the Treasury, State, Commerce and Office of Management and Budget.

To emphasize the gravity of the auto theft problem, the Committee set as its goal the reduction of vehicle theft by 50 percent by 1980. This rather

ambitious objective will not be met despite vigorous efforts by law-enforcement agencies all over the country. Between 1975 and 1977 instances of motor vehicle theft dropped from 1 million to around 968,000, representing a 3 percent decline. There was a one percent increase in 1978. The first three months of 1979, however, show an increase of 15% over the comparable period in 1978.

Committee staff, which come from participating agencies, have worked with appropriate Congressional staff in drafting the "Motor Vehicle Theft Prevention Act of 1979," introduced by Senators Biden and Percy (S.1214) and by Congressman Green and 44 other House sponsors (H.R.4178). National, regional and state conferences and seminars provide forums for Committee representatives to encourage federal-state cooperation and share information. The Committee has spearheaded efforts to facilitate the accomplishment of vehicle component identification, and has continued to refine proposed changes to the Uniform Vehicle Code which are concerned especially with vehicle titling and salvage vehicle areas. Additionally, the Committee has encouraged the insurance industry to sponsor local anti-theft campaigns which are already underway in Boston, Miami, Houston and Detroit.

IX. Proposed Highway Safety Program Standard, Number 19, Motor Vehicle Titling and Theft, 1976
(Highway Safety Act of 1966. 23 U.S.C. 401-405).

A notice of proposed rulemaking for Standard 19 was issued by NHTSA in 1976. In essence, the standard would provide criteria for the states in the area of vehicle titling, including salvage titles. Although every state, except Kentucky, has adopted a motor vehicle titling law, many states do not have effective laws restricting the use of the titles of salvage vehicles. This proposal would have the effect of correcting this deficiency by requiring each owner of a motor vehicle for which a certificate of title has been issued to send it to the appropriate agency of the issuing state for cancellation upon any sale of the motor vehicle as a salvage vehicle.

Before a final rule can be issued, under provisions of the Highway Safety Act of 1966, as amended, Congress must grant its approval. Such action is still pending. Additional information about this proposal may be acquired from NHTSA in Washington, D.C., telephone, 202-426-1834.

X. Amendment to Federal Motor Vehicle Safety Standard Number 114; Theft Protection - 1978

On April 19, 1978, the National Highway Traffic Safety Administration (NHTSA) issued a notice of proposed rulemaking to improve Motor Vehicle Safety Standard Number 114. Comments on this notice were due by July 31, 1978. As of August 1, 1979, NHSTA had not as yet finalized its rule. The rule as proposed was scheduled to take effect September 1, 1980, for passenger cars and September 1, 1981, for light trucks and other multi-purpose passenger vehicles.

Among the features of the proposed additional requirements are an engine hood release located within the passenger compartment, making the ignition system inoperative if any part of the ignition lock is removed, separate keys for the doors and ignition, an alarm to sound if the key is left in the ignition, tapered door lock buttons, and shielding of the door lock mechanism within

the door to prevent direct access to the mechanism by manipulative devices such as a "Slim Jim". It is estimated by NHTSA that these features will add \$1.50 to the cost of manufacturing a passenger car and \$3.70 to the cost of manufacturing a light truck or multi-purpose passenger vehicle.

XI. Bureau of Census Regulation: Controlling Exportation of Stolen Vehicles, 1978, (Part 30 - Foreign Trade Statistics Regulations)

In 1976, approximately 41 percent of the value of all stolen vehicles was never recovered. The Justice Department believes that a significant number of these vehicles are exported to foreign countries. Accordingly, in order to deter exportation of stolen vehicles and to gather statistics concerning the dimensions of this problem, regulations were issued for an interim period of six months which required the VIN of a used motor vehicle destined for export to be shown on the Shippers Export Declaration be presented to Customs at the port of exportation at least 48 hours prior to exportation by the exporter of the vehicle. The regulations became effective on November 30, 1978 and expired on May 30, 1979.

Moreover, the regulations allowed Customs upon receiving the VIN from the exporter of the used motor vehicle to check it through the Treasury Enforcement Communications System (TECS) which is connected with the National Crime Information Center (NCIC). Additionally, the National Automobile Theft Bureau (NATB) obtained all VINs reported to Customs, which it placed into its computer and developed a trail making capacity. Thus, it was able to detect vehicles which were exported prior to the time that such vehicles were reported to law enforcement agencies as stolen vehicles. Unreported stolen vehicles have been detected as well as instances of insurance fraud.

A report on the effectiveness of these interim regulations is forthcoming. Additional information about the regulations may be acquired from the Bureau of the Census, U.S. Department of Commerce, Washington, D.C., telephone, 202-426-1834.

XII. Amendment to Federal Motor Vehicle Safety Standard Number 115, Vehicle Identification Number, 1979
(Title 49 - Transportation - Chapter V - National Highway
Traffic Safety Administration - Department of Transportation)

Scheduled to go into effect on September 1, 1980, this amendment is designed to strengthen the original standard by requiring a fixed-format for vehicle identification numbers (VINs) instead of merely a unique VIN. The fixed-format VINs will be assigned to passenger vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds or less and trucks with a GVWR of 10,000 pounds or less.

Standard 115 will be additionally strengthened in that a uniform worldwide system of VINs for motor vehicles will be required. As a result, this uniformity will aid law enforcement agencies in auto theft investigations because a reduction in errors in carrying and transposing VINs will occur. Correct identification of stolen motor vehicles, thus, will be facilitated.

Agreed upon by major world-wide trade associations, manufacturers, and NHTSA after years of discussion, essentially the manufacturer will assign each vehicle a 17 character VIN consisting of a series of arabic numbers and roman letters. Generally, it will consist of three sections of characters: (1) three characters which uniquely identify the manufacturer, make and type of motor vehicle; (2) five characters which uniquely, identify the attributes of the vehicle plus the check digit; and (3) eight characters, of which the fourth through eighth will be numeric for passenger cars, multipurpose passenger vehicles with a GVWR of 10,000 pounds or less, and trucks with a GVWR of 10,000 pounds or less, and the fifth through the eighth will be numeric for all other vehicles. More specifically, the first character of the third section will represent the vehicle model year and the second character of the third section will represent the plant of the manufacturer. The check digit is determined by carrying out a mathematical computation specified in the standard.

Manufacturers of motor vehicles affected by this amendment are required to submit the unique identifier for each make and type of vehicle it manufactures to NHTSA by September 1, 1979.

XIII. Proposed Federal "Motor Vehicle Theft Prevention Act of 1979."
Introduced in the Senate by Senators Joseph Biden (Delaware) and Charles Percy (Illinois), S.1214, and in the House of Representatives by Representative William Green (New York) and 44 other members, H.R. 4178.

The drafting of this legislation represents the most significant effort by Congress to address the problems of auto theft prevention since the passage of the Dyer Act in 1919. If enacted into law, a wide range of new powers will be given to NHTSA, Customs and the Justice Department to enable them to effectively deter auto theft.

The legislation also encourages cooperation between all levels of government and provides for stiff penalties for those convicted of vehicle theft which is now a multi-billion dollar racket.

Because of the importance of this legislation, we have decided to provide a somewhat detailed summary of its latest version as of September 1, 1979.

Rationale for Act

Almost one million motor vehicles are annually reported stolen. The recovery rate of these vehicles has significantly decreased over the past decade. But, of all larcenies reported to law enforcement agencies in the United States, about 50 percent involve the motor vehicle, its accessories, or its contents.

Moreover, motor vehicle theft has increasingly become more professional in nature and seriously affects interstate and foreign commerce. As a result, increased and unnecessary burdens have been brought to the automobile consumer and the taxpayer as the national financial cost of motor vehicle related theft offenses, according to various sources, runs between \$2 billion and \$4 billion annually.

While several federal executive agencies, including Transportation, State, Commerce, the Treasury and Justice, have together attempted to reduce the burden of automobile theft on the consumer, without strong federal legislation, they may not be able to continue to expand their efforts, and thereby further reduce consumer costs. The thrust of the Motor Vehicle Theft Prevention Act of 1979 then, is to provide an effective means of continuing and expanding cooperation not only between federal agencies but between federal and state agencies as well. Additionally, this bill represents a continuing effort by concerned members of Congress to deal with this serious problem on a nationwide basis. It is thus almost identical to S.3531, the "Motor Vehicle Theft Prevention Act of 1978" which was introduced by Senators Biden, Percy and Thurmond in 1978.

Purposes of Act (Sec. 102)

The purposes of the Act are to:

- .improve the standards for security devices for motor vehicles;
- .improve the identification numbering systems for motor vehicles and their major components;
- .increase the federal criminal penalties for those persons trafficking in stolen motor vehicles and their parts; and
- .establish procedures to reduce opportunities for the criminal to export stolen motor vehicles.

Key Provisions

A. Title II - Improved Security for Motor Vehicles and Their Parts

1. The Secretary of Transportation would be required to issue standards designed to reduce theft which would take into account cost-benefit considerations as a result of the implementation of the standards. (Sec. 201).
2. The Secretary of Transportation would be required to issue standards covering the areas of unauthorized starting of the vehicle and major component identification within certain specified time periods (Sec. 202).

B. Title III - Anti-Fencing Measures

1. Persons convicted of altering or removing motor vehicle identification numbers would be subject to a fine of \$5,000 and/or imprisonment up to five years. (Sec. 301).
2. Persons who knowingly involve themselves in buying, disposing, selling, etc. of motor vehicles from which identification numbers have been illegally removed, tampered with or altered would be subject to a fine of at least \$25,000 and/or imprisonment up to 10 years. (Sec. 304).

3. Certain items used to encourage and/or enhance motor vehicle theft would be nonmailable. An example of such an item is any manipulative-type device which is designed or adapted to operate, circumvent, remove, or render inoperable the ignition switch, ignition lock, door lock or trunk lock of two or more motor vehicles. (Sec. 306 (b) and (e)).

C. Title IV - Importation and Exportation Measures

1. The attempt to export and import stolen self-propelled vehicles carry a fine and/or jail term for persons involved. (Sec. 401).
2. Persons who desired to export a self-propelled vehicle(s) would be required to present to appropriate customs offices the vehicle, along with a description of it which would include its VIN. (Sec. 402).
3. Additional authority would be granted to the Customs Service which would extend the same police powers to its agents, which are presently held by all other federal law enforcement officials (Sec. 403).

D. Title V - Reporting Requirements

The Attorney General, within eighteen months after enactment of this Act, with the Secretaries of Agriculture, Commerce, Transportation, and Treasury, would submit a report to Congress which would include developments in the following areas:

- .progress made in developing identification numbering systems for off highway vehicles;
- .the passage of state laws relating to the titling or deeding of off highway vehicles;
- .the passage of state laws making it a crime to remove, obliterate, tamper with the VIN affixed to any off highway vehicle; and
- .the degree to which the manufacturers of off highway vehicles have developed a manufacturer's certificate of origin which contains adequate internal security features to guard against forgery, alteration, etc.

Status of Bill (Sept. 1, 1979)

The bill is still in Committee. Hearings on the bill are expected in September, 1979.

Congressional Contacts

1. Senator Joseph Biden (Delaware)
Contact: Michael Fay
Telephone: 202-224-3281
2. Senator Charles Percy (Illinois)
Contact: Richard Shapiro or Howard Marks
Telephone: 202-224-2152
3. Congressman William Green (New York)
Contact: John Cuttell
Telephone: 202-225-2436

Principal Federal Government Executive Agencies Involved in Auto Theft Prevention

- | | |
|---|---|
| 1. Department of Justice
Criminal Division | 2. Department of Transportation |
| <u>Contact</u> | <u>Contact</u> |
| Stephen Weglian
General Litigation and
Legal Advice Section
U.S. Department of Justice
Federal Triangle Building
315 Ninth Street, N.W.
Washington, D.C. 20530
Telephone: 202-724-6961 | Charles McGuire
Office of the Secretary
U.S. Dept. of Transportation
Washington, D.C. 20590
Telephone: 202-426-4468 |

Information Sources

1. The National Crime Information Center (NCIC)
Federal Bureau of Investigation Headquarters
United States Department of Justice
Washington, D.C. 20535
Telephone: 202-324-2606

NCIC, which became operational in 1967, serves as a nucleus of a vast communications network which includes local, state, and federal criminal justice agencies throughout the United States, Canada and Puerto Rico. This computerized center is designed to encourage the development of metropolitan and state-wide information systems and to complement such systems.

Because law-enforcement agencies often require information about suspected offenders and missing property quickly, NCIC is equipped to respond to their requests in a matter of seconds. Since terminals connected to NCIC are located in every state in the country, this information dispensing system operates effectively and efficiently.

As of July 1, 1979, NCIC's computer had records of 993,615 stolen motor vehicles or felony-related actions involving stolen motor vehicles, which made up 13 percent of its total files.

2. National Criminal Justice Reference Service (NCJRS)
United States Department of Justice
Law Enforcement Assistance Administration
Box 6000
Rockville, Maryland 20850
Telephone: 301-468-2400

NCJRS, an international clearinghouse of information on law enforcement and criminal justice, draws on a variety of sources for its data base. It can make available, without charge to government agencies, brief annotated bibliographies on crime related publications. Documents cited in the bibliographies may be acquired for nominal amounts or free of charge. NCJRS also operates a document program and a microfiche program.

3. Law Enforcement Information Network (LEIN)
State of Michigan
714 South Harrison Road
East Lansing, Michigan 48823
Telephone: 517-373-8864

Established in 1967, LEIN, although a state information system, has acquired a national reputation because of its accessibility to NCIC and other state computer systems and its precedent setting activity regarding the push for more scientific crime control across the nation.

Within Michigan, its terminal network connects 250 strategically located terminals in state police posts, sheriffs' offices, and municipal police stations to the central computer files in East Lansing. Nationwide, LEIN also interfaces with the National Law Enforcement Telecommunications System (NLETS), Treasury Enforcement Communications System (TECS), and the U.S. Postal Inspection Service (PS).

STATE GOVERNMENT AND AUTO THEFT PREVENTION

The primary responsibility for dealing with auto theft lies with state and local governments. It is the state legislatures that pass most of the laws that directly impact on motor vehicle theft, such as laws requiring vehicle titling, salvage titling, registration of dismantlers, scrap processors, motor vehicle repair shops, etc. Moreover, it is the state and local police that conduct the vast majority of motor vehicle theft investigations and it is in the local courts where most auto theft suspects are tried.

This description of state involvement in auto theft prevention does not claim to be a comprehensive survey of what the several states are doing to help reduce auto theft. It is, rather, a summary of certain proposals that have recently been put forth by the National Committee on Uniform Traffic Laws and Ordinances, the American Association of Motor Vehicle Administration, the federal government and by various states regarding changes in state laws having to do with auto theft. In a brochure such as this, it could hardly be otherwise, since to summarize existing laws or to try to fairly present the various and determined efforts of state and local police in this field would require hundreds of pages.

I. The Uniform Vehicle Code (UVC)

The Uniform Vehicle Code was first published in 1926. It has been periodically updated and has served as the basis for most state vehicle codes. The code is designed for adoption by the legislature of each state to achieve quality and uniformity of regulations affecting the use of our highways. The UVC is revised and published by the National Committee on Uniform Traffic Laws and Ordinances, a non-profit, independent organization located in Washington, D.C. This committee, since its creation in 1947, has been the custodian of the UVC.

The National Committee is a selected group of more than 140 representatives of federal, state and local governmental officials, motor vehicle manufacturers and dealers, insurance companies, motor clubs, safety councils, trade associations, national associations and other individuals and groups having interests in achieving sound, uniform motor vehicle laws and regulations.

Principles followed in revising the Code. In formulating provisions for the Code, the Committee operates under governing rules which require:

- .that the code reflect principles of the best local, state and federal laws and regulations and, toward that end, that members be fully informed as to the status of comparable state laws;
- .that the Code be limited to essential provisions and not include technical standards or administrative procedures;
- .that provisions be amended only for important reasons, after thorough consideration, and upon a showing of their desirability or necessity;

.that, insofar as possible, provisions in the Code represent mutual understanding and agreement among members of the Committee and the organizations or agencies they represent.

In addition, because many provisions in the UVC establish rules for the safe and efficient use of highways that are often used to resolve criminal or civil responsibility, the Committee makes every effort to express principles of state laws as clearly and as realistically as possible.

Various changes to the UVC pertaining to auto theft prevention have been suggested by the National Highway Traffic Safety Commission (NHTSA), the Federal Interagency Committee on Auto Theft Prevention and the National Automobile Theft Bureau. These proposed changes were summarized in the agenda of the Subcommittee on Registration of the National Committee for a meeting held in November, 1978:

1. Create a salvage title system, including provisions for the retitling of a salvage vehicle which has been reconstructed.
2. Establish the principle that only the issuing state can cancel the certificate of title.
3. Improve the substance and retrievability of the records maintained by the department of motor vehicles.
4. Establish the principle that at each retitling, various state records must be checked and brought up to date.
5. Establish the principle that the surrendered certificate of title must be physically examined by the issuing state to detect possible counterfeiting or forgery.
6. Establish the principle that certificates of title should consist of paper which will reflect evidences of counterfeiting and/or tampering.
7. Establish the principle that it is a state crime to remove or falsify the identification number for a vehicular part as well as such number for the vehicle.
8. Establish the principle that a vehicle or vehicular part which has had its identification number removed or falsified should be subject to seizure and possible forfeiture by law enforcement.
9. Create a licensing mechanism for vehicle salvage dealers, vehicle scrap dealers, vehicle dismantlers, etc. which would (a) require the keeping of certain

records; (b) permit inspection of such records and inventory at reasonable hours by law enforcement; and (c) require identification marking of key components of late model vehicles at the time of disassembly if not previously done by the vehicle manufacturer.

10. Establish the principle that at the time of the periodic safety inspection the public VIN(s) be examined for signs of tampering and be compared to the VIN specified on the vehicle registration card.

Twenty proposals embodying these suggestions were approved by the Subcommittee on Registration and were to be considered by the National Committee at its meeting from August 15 to 17, 1979. The Agenda for NCUTLO National Committee Meeting lists these proposals and also includes information regarding which states already have such laws. The agenda also contains a short summary of the auto theft problem.

Contact: Edward Kearney, Executive Director
National Committee on Uniform Traffic
Laws and Ordinances
1776 Massachusetts Avenue, N.W.
Washington, D.C. 20036
Telephone: 202-785-4066

II. Proposed Highway Safety Program Standard Number 19, Motor Vehicle Titling and Theft, 1976

The National Highway Traffic Safety Administration (NHTSA) is empowered by law to issue rules relating to auto theft with specific approval of such rules required by Congress. The rules, once they become effective, can require that states pass necessary enacting legislation or else be faced with a possible cut off of federal aid.

Proposed Standard 19 would provide criteria for the states in the area of vehicle titling, including salvage titling. For more on this proposal, see Chapter 4, above.

III. Suggestions of the American Association of Motor Vehicle Administrators (AAMVA)

As mentioned above in Chapter 4, AAMVA is a voluntary organization of state and provincial officials in the United States and Canada responsible for the administration and enforcement of laws pertaining to motor vehicles and their use. AAMVA attempts to provide guidelines for programs in state and provincial jurisdictions to enable them to perform a more effective public service. Over the years, AAMVA has adopted a number of resolutions concerning auto theft prevention; these were summarized most recently in the Summary of Proceedings of the AAMVA Registration, Title, Vehicle Dealers and Manufacturers Workshop held from March 19 to 21, 1979.

In 1969, AAMVA adopted a resolution calling for a special task force of its members for the purpose of determining which titling or registration procedures

were necessary to prevent the registration of stolen vehicles. This resolution also called for each motor vehicle administrator to take appropriate action in his jurisdiction to secure implementation of such uniform procedures. In 1971, AAMVA endorsed the concept of having a continued information flow regarding each vehicle from manufacturing to junking.

The position of the AAMVA was summarized in a speech by Mr. Jack Leverenz at the National Workshop on Auto Theft Prevention. Among other items, the organization recommends that a uniform title system be established in all jurisdictions, that vehicles previously titled in another jurisdiction be physically inspected, and that a Manufacturers Certificate of Origin (MCO) be uniformly required in all jurisdictions. Mr. Leverenz also noted that AAMVA recommends voluntary standard procedures for a uniform compatible interchange of information pertaining to data systems in vehicle and driver information, the surrender of the vehicle title upon transfer and, in the case of interstate transfer, the return of the title to the originating jurisdiction. In addition, AAMVA has urged the governors and legislators of the several states to enact such legislation as they deem necessary to implement a salvage title document. AAMVA has also made a number of recommendations regarding standard vehicle identification numbers.

For additional information contact:

Jack H. Leverenz
AAMVA, Suite 910
1201 Connecticut Avenue, N.W.
Washington, D.C. 20036
Telephone: 202-296-1955

State Government Action on Auto Theft

The following is a selective summary of recent action by state legislatures and administrators. Several states have already adopted many of the suggestions in auto theft made by the National Committee on Uniform Traffic Laws and Ordinances, the AAMVA and others. One extremely useful summary of existing state laws, regulations and procedures, containing information about Certificates of Title, Registration, Assignment of Vehicle Identification Number, responsibility for motor vehicle law enforcement and other details is to be found in the National Automobile Theft Bureau's Passenger Vehicle Identification Manual, published annually. Another major source of information is Polk's Motor Vehicle Registration Manual.

Many recent state actions, such as recent laws and regulations approved in New York, Illinois and Michigan, deal with auto theft problems specific to each locality. A major thrust of such activity is toward achieving better control over the movement and identification of motor vehicles and major component parts, the intent being to cut down on the operation of illegal "chop shops", which dismantle stolen motor vehicles for their salable parts. This is to be accomplished through the regulation of all businesses engaged in handling salvage motor vehicles or salvage parts. In addition, several state legislators have introduced bills requiring automobile manufacturers to offer vehicle identification numbers (VINS) on major component parts. This would cut down on the traffic in stolen parts by making such parts easily identifiable.

State and metropolitan activity is presented in the following order: Maryland (page 22), New York (page 23), New York City (page 25), Michigan (page 25), Ohio (page 26), Illinois (page 27), Washington (page 28), California (page 29), Arizona (page 30), Texas (page 30), Louisiana (page 30), Virginia (page 31), Kentucky (page 31), Iowa (page 32), Massachusetts (page 32).

Maryland

At the request of the American Association of Motor Vehicle Administrators, the Maryland Motor Vehicle Administration prepared a Model Vehicle Salvage Law. It is the purpose of the proposed standard to establish procedures, design uniform forms and create a method of liaison between jurisdictions that will provide for the protection of the general public in purchasing rebuilt vehicles and to minimize replating of stolen vehicles (replating is the process of changing the VIN on the dashboard).

Currently some jurisdictions issue a Salvage Certificate when a vehicle is classified a total loss, which becomes an interim ownership document for the conveyance of ownership only, not for registration for operation on the road. It is the practice of some jurisdictions to remove the VIN plate while other jurisdictions stamp "SALVAGE" on the title document. Furthermore, some jurisdictions refuse to accept a salvage certificate issued by another jurisdiction as an ownership document.

The Model Law suggests that all jurisdictions adopt uniform procedures such as:

- Recognizing and accepting salvage certificates issued by another jurisdiction.
- Ensuring once a vehicle is sold to and processed by a scrap processor, the processor will forward the salvage certificate to the department of motor vehicles for detitling.
- Mandating that if a salvage dealer rebuilds an automobile it must be inspected by a police department or motor vehicle department representative before it may be titled and registered for operation. The VIN must be verified and the vehicle must meet state safety standards.
- Insisting that the public VIN shall remain affixed to the vehicle even when declared salvage.
- Enforcing a provision that no person, corporation or firm shall operate as a salvage dealer, scrap processor or recycler or engage in buying, selling or restoring of salvage vehicles without being licensed by the department of motor vehicles.
- Ruling that records must be maintained of all vehicles bought and sold. The records must reflect the year, model, VIN, and the name and address of the buyer and seller.

Contact: Clarence Woody
 Maryland Department of Transportation
 Motor Vehicle Administration
 6601 Ritchie Highway, N.E.
 Glen Burnie, Maryland 21062
 Telephone: 301-768-7202

New York

In 1978 and 1979 a number of motor vehicle theft bills were introduced in the New York Legislature. The lead sponsors of the bills in the Senate were Senators John D. Caemmerer and Joseph R. Pisani. The Assembly bills were the Governor's program bills. Insurance Superintendent Albert Lewis was a major catalyst for action in New York with he and his staff devoting many hours to the auto theft problem.

The New York bills were in response to an extremely high auto theft rate and to the realization that professional auto theft rings were stealing motor vehicles so that they could be stripped of their valuable major component parts. The bills were introduced after a public hearing on auto theft, conducted jointly by Senators Caemmerer and Pisani, revealed the magnitude of the problem. A summary of the situation in New York is contained in the report, Auto Thefts: A Low Risk High Project Crisis in New York State, dated January 16, 1978. Copies of this report are available from the New York State Senate Transportation Committee, Room 811, Legislative Office Building, Albany, N.Y. 12247. Telephone: 518-455-3344.

Bills introduced in 1979:

1. Senate 2249-A, Assembly 2760-B, Chapter 692 of the Laws of 1979.

This act amends the insurance law, the penal law and the vehicle and traffic law. It makes several changes relating to the handling of salvage vehicles by insurance companies, including the reporting of passenger vehicles involved in total losses to a central organization (The National Automobile Theft Bureau). The bill amends the penal law to make false reporting of the theft of a motor vehicle a felony. The new law also requires that salvage vehicles that are rebuilt must be inspected by the Department of Motor Vehicles before they can be registered for use upon the public highway. In addition, the insurance superintendent is instructed to determine by a specified date whether insurance discounts should be granted for the installation of anti-theft devices on automobiles.

2. Senate 2251-A, Assembly 2761-B, Chapter 691 of the Laws of 1979.

This act amends the vehicle and traffic law in relation to vehicle dismantlers and other persons engaged in the transfer, sale or disposal of junk and salvage vehicles. The bill increases the penalty for operating as an unregistered vehicle dismantler to a felony. This provision is aimed at shutting down illegal "chop shops". Currently, there are about 1500 dismantlers in the state, but only about one third of these are registered.

The new law also requires that salvage pools, mobile car crushers and itinerant vehicle collectors register with the Department of Motor Vehicles. This brings almost every business involved in the handling of motor vehicles under some type of regulation, thus enabling the establishment of a "paper" audit trail for each vehicle. Vehicle rebuilders are required to register as vehicle dismantlers. The Commissioner of Motor Vehicles is empowered to require, by regulation, that vehicle dismantlers and salvage pools mark major component parts of vehicles in their possession to show which vehicle such part was removed from. The new law also directs the Commissioner to establish a motor vehicle theft prevention program within his department.

3. Senate Bill 2253. (Did not become law).

This bill would have required motor vehicle manufacturers to affix vehicle identification numbers to the major component parts of automobiles sold in New York. Major component parts were identified as the engine, cowl, transmission, frame, each door, trunk floor and each front fender or each rear fender of rear panel.

Contact:

Peter Derrick
Senate Transportation Committee
Room 811, Legislative Office Bldg.
Albany, N.Y. 12247
Telephone: 518-455-3344

Nancy Ostreicher
Senate Commerce Committee
Room 505, The Capitol
Albany, N.Y. 12247
Telephone: 518-455-2831

New York City Council

New York City has a major problem with vehicles that have been stolen but have been abandoned by the thief. If a stolen vehicle is found on the street by the police but is not removed quickly, it often becomes the target of vandalism. To alleviate this problem, the New York City Council passed a law, effective June 1, 1979, which will allow the towing of recovered previously abandoned vehicles to impoundment lots by private towing companies.

For further information contact:

Paul Gilliland
National Automobile Theft Bureau
390 North Broadway
Jericho, New York 11753
Telephone: 516-935-7272

Michigan

Michigan House Bill 5371, which was signed into law on December 13, 1978, becoming Public Act No. 507, amends the Michigan Vehicle Code to provide for the licensing and regulation of businesses engaged in wrecking, salvage or processing salvage vehicles for scrap. Such businesses will be required to maintain records of each vehicle bought, sold or exchanged.

The new law also requires the surrender of the title when a late-model vehicle becomes salvage. In return, the owner will receive a salvage certificate of title. Neither a new title nor registration plates could be issued for a vehicle for which a salvage certificate was issued unless a police officer certified that the vehicle identification number was accurate, that the owner has proof of ownership of repair parts used, and that the vehicle complied with the Michigan Vehicle Code equipment standard. Police certificates would accompany the application for a new title for such a rebuilt vehicle. An insurance company which acquires a late-model vehicle through payment of damages due to an accident could not sell the vehicle without first receiving a salvage certificate which would be assigned to the buyer.

House Bill 5373, Public Act 494, signed December 11, 1978, provides criminal penalties for persons who remove or deface a manufacturer's serial number or the engine or motor number on a motor vehicle or who replace a part of a motor vehicle bearing the serial number or motor number of the vehicle with a new part, upon which the proper serial number or motor number has not been stamped.

Contact: Terry Vanderveen
Michigan Association of Insurance Companies
802 Capitol Savings and Loan Building
Lansing, Michigan 48933
Telephone: 517-487-8207

Ohio

During 1975 a number of bills were introduced in the Ohio Legislature aimed at reducing the incidence of auto theft. In addition, Senator Thomas E. Carney and Ms. Ronnie Rucks of the Greater Cleveland Crime Prevention Committee, and others, have established an Ohio Auto Theft Task Force to heighten public awareness of the problem and to work towards a consensus as to what should be done to prevent auto theft. This task force has conducted a number of hearings throughout Ohio.

Contact:

Senator Thomas E. Carney
State House
Columbus, Ohio 43212

Ms. Ronnie Rucks
Executive Director
Greater Cleveland Crime
Prevention Committee
1835 Williamson Building
Cleveland, Ohio 44114
Telephone: 216-241-0132

Ohio Senate Bill 191, introduced by Senator Carney, would increase the penalty for theft of a motor vehicle or for receiving stolen motor vehicles from a fourth degree felony to a third degree felony.

Ohio Senate Bill 120, introduced by Senator Ronald Nabakowski, would require that every passenger car manufactured after January 1, 1981, have vehicle identification numbers permanently affixed by the manufacturer to major component parts, defined as the engine, the transmission, each door, each cove support or fender, the hood, the trunk lid and the rear body section, before the vehicle could be sold in Ohio. Any major component replacement part manufactured after January 1, 1981, would have to be marked to indicate it was a replacement.

Senate Bill 121, also introduced by Senator Nabakowski, would require state licensing of salvage dealers and would mandate that proper records of salvage vehicles be maintained by these dealers. Moreover, a Motor Vehicle Salvage Dealer's Licensing Board would be created to share administrative responsibility for licensing with the Registrar of Motor Vehicles. The board would be composed of the Registrar and four members approved by the Governor, each of whom would have to have operated motor vehicle salvage facilities for at least five years.

Contact: Senator Ronald Nabakowski
State House
Columbus, Ohio 43215
Telephone: 614-466-8842

Ohio House Bill 615 would require inspection of motor vehicles by insurance companies prior to the issuance or renewal of a motor vehicle insurance policy to verify the identity of the motor vehicle with the information on the certificate of title. This bill is aimed at lowering high auto insurance premiums by reducing the incidence of insurance fraud.

Contact the sponsor:

Representative Joseph P. Williams
Ohio House of Representatives
Columbus, Ohio 43215
Telephone: 614-466-5358

Many of the legislative proposals in Ohio have been supported by the Ohio Auto and Truck Recyclers of America (OATRA), which represents the majority of auto and truck dismantlers in the state. OATRA believes that the recycling industry must take a leading role in the prevention of auto theft.

For further information contact:

Robert T. Lambert, Executive Director
Ohio and Truck Recyclers Association
4041 North High Street, Suite 400
Columbus, Ohio
Telephone: 614-268-5489

Illinois

The Illinois Secretary of State, Alan J. Dixon, has been extremely active in trying to curb auto theft. As Secretary of State, he is Chief Administrator of the Motor Vehicle Laws and is responsible for the issuance of driver's licenses, certificates of title and other documents. Secretary Dixon has taken three initiatives against auto theft since he assumed office in January, 1977. First, he assigned a title verification unit in the Motor Vehicle Department headquarters, which examines two and one-half million titles per year for suspicion of alteration. His second initiative was creation of an alterproof certificate of title. Secretary Dixon's third initiative was perhaps the most important. Illinois law requires all recyclers, rebuilders and used parts dealers to keep records of vehicles and parts they handle and the law authorizes the Secretary of State to prescribe rules for record keeping.

In August, 1978, Secretary Dixon issued a new rule, requiring records of the licenses to be kept in a police ledger book, a more thorough identification of people licencees do business with, and better records of vehicles and parts that are handled. For essential component parts, licencees will record the vehicle identification numbers of the vehicle the component was removed from.

In the Spring of 1979, Secretary Dixon sparked the creation of a Mid-Western Regional Task Force on Auto Theft composed of representatives from Illinois and surrounding states. This task force was created after a meeting in Springfield with members of the National Liaison Committee on Auto Theft Prevention. One of its prime goals is to reduce the activity of "chop shops" and the movement of parts from stolen vehicles.

A number of auto theft bills were introduced in the Illinois Legislature in 1979. House Bill 1922 would enable the Secretary of State to license body shops. The bill would also increase the penalties for sale and use of fraudulently obtained, altered or forged titles. Moreover, the bill provides that any person seeking a license from the Secretary of State will be investigated with the authorization of the applicant.

Illinois Senate Bill 117 would require that motor vehicles sold in Illinois must have had their vehicle identification number affixed in certain major component parts. The bill also increases the penalties for altering or removing a VIN number. Illinois Senate Bill 129 would grant to the Secretary of State, his representative or any police officer the right to inspect the records and premises of dealers, transporters, wreckers, rebuilders and scrap processors for ascertaining compliance with state law. It also provides for the licensing of vehicle auctioneers.

Contact: Craig Lovitt
Assistant to the Secretary of State
The Capitol
Springfield, Illinois 62756
Telephone: 217-482-4030

Washington

In recent years, the State of Washington has passed four laws designed in part to combat auto theft. They are Chapter 46.12, Certificates of Ownership and Registration (1974); Chapter 46.52, Accidents, Reports, Abandoned Vehicles (1975); Chapter 46.79, Hulk Haulers and Scrap Processors Licenses (1971); and Chapter 46.80, Motor Vehicle Wreckers (1977). These laws are concerned with maintaining an audit trail of vehicles from the time of manufacture until the vehicle is scrapped. This involves the licensing of businesses such as wreckers, hulk haulers and scrap processors; the return of the title to the state when a vehicle is declared a total loss; inspection of out-of-state vehicles before registration; proper record keeping by licensed businesses, including records of major component parts; definition of major component parts, and a number of other items. Washington's system of national regulation is considered to be one of the best in the nation.

Contact: Gene Baxstrom
Transportation Committee
Room 235
House Office Building
Olympia, Washington 98504
Telephone: 206-753-3402

California

During the early 1970's, California conducted a vehicle theft control study, which made several recommendations for state action. Following this study, the California Highway Patrol was given the responsibility of statewide coordination of vehicle theft prevention activities. With the aid of a federal LEAA grant, the state then proceeded to conduct a three-year vehicle theft control project. The reports of this project contain a wealth of information about auto theft in California. One of the accomplishments of the project was the development of an innovative, computerized vehicle theft information system called VTIS. VTIS provides field officers with prompt read outs on newly reported thefts. It also furnishes law enforcement management with summary information on trends in theft.

Among the reports produced are:

- California Vehicle Theft Study: Final Summary Report (1972)
- Vehicle Theft Control Project: Program Guidelines (1974)
- VTCP Evaluation Report; Final Project Year, 1975-76 (1976)
- Vehicle Theft Control (1977)

For further information contact:

Commissioner Glendon B. Craig
California Highway Patrol
2555 First Avenue
Sacramento, California 95804
Telephone: 916-445-2180

Recent legislation proposed in 1979 is as follows:

Senate Bill 638 would grant local police who are primarily engaged in vehicle theft investigation the power, currently held by the California Highway Patrol, to inspect vehicles on highways and in garages, repair shops, etc., in order to locate stolen vehicles.

Assembly Bill 738 would improve procedures regarding storage of recovered stolen vehicles after they are removed from the street.

Contact: Larry McNeely
Department of Justice
3301 C Street
Sacramento, California 95816
Telephone: 916-445-7736

Arizona

Chapter 180 of the Laws of 1979, effective July 30, 1979, deals with the disposition of salvage vehicles. A salvage certificate is required and every licensed wrecker and salvage dealer will maintain specified records, to be available for inspection. Inventory is also subject to inspection. Vehicles rebuilt for use on the public highway must be inspected before they can be registered.

Contact: Lt. Col. Ronald Hoffmann
Criminal Investigations Bureau
Department of Public Safety
2370 North 20th Avenue
Phoenix, Arizona 85007
Telephone: 602-262-8360

Texas

In 1977, Texas passed a law which is considered by many to be a fine example of proper salvage vehicle control procedure. It requires salvage dealers to maintain accurate records of motor vehicles and major component parts coming into their possession and to allow inspection of such records by peace officers. It also defines "major component parts".

For information contact:

Charles Evans
National Automobile Theft Bureau
Southwestern Division
1341 West Mockingbird Lane
Dallas, Texas 75247
Telephone: 214-630-1666

Louisiana

Louisiana Act 671 (1978), effective January 1, 1979, aims to put all salvage dealers under an effective and enforceable license system. Under this law, the handling of salvage vehicles is restricted to licensed salvage dealers. Each dealer is required to maintain records of all purchases and sales for three years from the date of the transaction. These records are subject to inspection. House Bill 157, proposed in 1979, is meant to clarify certain provisions of Act 671.

House Bill 382 (1979), relating to "search and seizure", is intended to put the burden of proof of ownership of major component parts on the licensed auto recycler. The dealer would be required to have his recycler's license number on all invoices of sales and purchases. An investigator would be empowered to con-

duct a search of any salvage yard and could seize any major component crash part when proof of ownership was not on the premises. Upon presentation of proof of ownership, the part would be returned.

Contact: Bob Stuart
109 Upper Third Street
Alexandria, Louisiana 71301
Telephone: 318-445-8271

Virginia

Chapter 401 of the Laws of 1979, effective March 1, 1980 - Disposition of Salvage Motor Vehicles. This new law requires every salvage pool or demolisher to obtain an appropriate certificate of registration as a dealer in salvage vehicles. In addition, insurance companies are required to obtain a certificate of title for each salvage vehicle they acquire. This title must clearly indicate that the vehicle has been declared a total loss. The Act also makes several charges covering the transfer of salvage vehicles.

Contact: F. W. Butch Webber, Jr.
5111 Old Midlothian Pike
Richmond, Virginia 23224
Telephone: 801-233-5481

Kentucky

Kentucky is now the only state that does not have a motor vehicle certificate of title law. Under Kentucky's present system (Chapter 186A, 1976, Automotive Registration Code), evidence of ownership of a vehicle is in the form of a single document labeled a "Certificate of Title and Registration". These are obtained at the county clerk's office. The intent of Chapter 186A was the development of an automated motor vehicle registration system with each county clerk using a telecommunications terminal connected to a central data base in Frankfort.

The basic purpose of this system is to collect vehicle sales and usage taxes; it is largely unconcerned with reducing traffic in stolen vehicles and parts. The State has no requirement that a salvage certificate or salvage title be obtained for a vehicle that has been wrecked or otherwise destroyed.

It has been claimed that shortcomings of the existing law facilitate obtaining an apparently valid document of ownership for a stolen vehicle and facilitate "salvage switch" auto theft operations. Senate Bill 326 was introduced in the 1978 Session of the Legislature but was not passed. It will be reintroduced in a modified version in the 1980 General Assembly. This bill was aimed at clearing up problems of existing law, especially as it relates to the possibility of registering stolen vehicles. Among other provisions, the bill specifies that county clerks will forward surrendered documents to the Kentucky State Police Auto Theft section for review. This section will certify its review on a high-security title blank from data entered by the county clerk. Issuance of title is to be carried out by the State Department of Transportation within three days after receiving the title document from the police.

The proposed bill would also require the obtaining of a salvage certificate for wrecked vehicles and would require salvage dealers and recyclers to maintain records by vehicle identification number of the source and disposition of salvage vehicles and major component parts, beginning with vehicles and vehicle parts of model year 1982.

Contact: Gerard Earhard
Assistant Attorney General
209 St. Clair Street
Frankfort, Kentucky 40601
Telephone: 502-564-2348

Iowa

By chapter Law 321 of the Code of 1978, effective January 1, 1979, Iowa is attempting to reduce the traffic in stolen vehicles and their parts through tightening titling and registration requirements. This Act gives the treasurer in each county the responsibility of overseeing registration and titling of vehicles owned by county residents. The county treasurer will maintain a county record system for vehicle registration and certificate of title documents and will issue registration receipts (to be exchanged for plates) and certificates of title to those people living within their county. When a person junks or dismantles his car, the county treasurer shall cancel such person's records and forward the certificate of title to the department of motor vehicles. The department of motor vehicles will enter the information received from the counties in a central data bank.

Contact: Senator Ray Taylor
State Capitol
Des Moines, Iowa 50309
Telephone: 515-281-5307

Massachusetts

Existing Massachusetts law mandates that insurance companies provide discounts on policies for motor vehicles equipped with anti-theft devices. The problem with this law has been determining which devices are effective. House Bill 1261 (1979) would establish a state board to review the effectiveness of devices now available on the market and to compile a list of such devices.

Contact: Frank Fulginiti
Division of Insurance
100 Cambridge Street
Boston, Massachusetts 02202
Telephone: 617-727-3374

PRIVATE ORGANIZATIONS AND TRADE ASSOCIATIONS INVOLVED IN COMBATING AUTO THEFT

Trade Associations and other private organizations, representing the automobile parts industry, manufacturers, and insurers, have a compelling interest in preventing and curtailing automobile theft. While the overwhelming concern may be financial, the public interest is also of importance to them. If the consumers are not protected from car thieves and unscrupulous parts dealers, it is the legitimate businesses whose reputations and bank accounts suffer. Accordingly, many private organizations and trade associations have placed strategems designed to combat automobile theft at or near the top of their priority agendas.

Following are brief statements about some of these non-governmental groups. For future reference, the names, addresses, and telephone numbers of contacts in each group are listed.

I. National Automobile Theft Bureau

The National Automobile Theft Bureau (NATB) is a non-profit service organization supported by approximately 500 insurance companies writing automobile, fire and theft insurance. Established in 1912, NATB is the only national trade association devoted exclusively to combating automobile theft. It actively assists law enforcement agencies in:

- suppressing vehicle thefts including heavy, industrial and marine equipment;
- identifying vehicles or equipment bearing altered or obliterated identification numbers;
- investigating professional theft rings and frauds;
- conducting peace officer education in vehicle identification and theft investigative techniques; and
- maintaining a modern computerized record system designed to compliment the foregoing objectives.

To carry out its objectives and to provide efficient and timely service, NATB maintains divisional offices in Atlanta, Chicago, Dallas, New York, and San Francisco. Branch offices are located in Boston, Detroit and Los Angeles. All of the offices are equipped with modern, high-speed data terminals giving them full access to NATB's Chicago based North American Theft Information System (NATIS), which is primarily available for use by law enforcement agencies.

NATB's Publications

Passenger Vehicle Identification Manual

Published annually, and distributed free of charge to law enforcement agencies in the United States and Canada. Furnishes techniques used in identification of passenger cars.

Commercial Vehicle Identification Manual

Published tri-annually and distributed free of charge to law enforcement agencies in U.S. and Canada. Furnishes techniques used in identification of tractors, trucks, trailers, etc.

Manual for the Investigation of Automobile Fires

Furnishes general guidelines, tests and observations which should be considered at onset of a possible vehicle arson investigation.

Law Enforcement Vehicle Identification Number Location Chart

Pocket index card designed to be carried by theft investigator for quick general reference in identification techniques.

National Automobile Theft Bureau Annual Report

Contains useful yearly reviews of major events in the antitheft field.

Action Report

Periodical published four times a year (Spring, Summer, Fall and Winter). Designed to keep industry advised as to the most recent developments of interest relating to NATB's scope of activity.

Operations Manual

Manual contains complete recap of NATB operations and procedures.

For Additional Information:

Paul W. Gilliland, President
National Automobile Theft Bureau
390 North Broadway
Jericho, New York 11753
Telephone: 516-935-7272

Divisions

David Frisco
National Systems Divisions
Chicago, Illinois
Telephone: 312-425-4944

Charles Evans
Southwest Division
Dallas, Texas
Telephone: 214-630-1666

Joseph F. McDonald
Eastern Division
New York, New York
Telephone: 212-233-1400

Richard Wedekind
Western Division
Chicago, Illinois
Telephone: 312-499-2620

H. T. DeArmond
Pacific Coast
Daly City, California
Telephone: 415-756-1576

Royce L. Calvert
Southern Division
Atlanta, Georgia
Telephone: 404-325-3993

II. Automotive Dismantlers and Recyclers of America

The Automotive Dismantlers and Recyclers of America (ADRA) is a national trade association representing the used automotive parts industry. ADRA is primarily concerned with the recovery and sale of parts from automobiles and trucks that have been wrecked or otherwise rendered inoperable as transportation vehicles. Dealer members purchase and dismantle these vehicles for component parts. Insurance companies and collision repair shops depend on used parts for the prompt restoration of damaged vehicles, and private owners rely on used parts for economical repairs and maintenance. Parts re-manufacturers solicit used part dealers for bulk quantities of rebuildable component parts. All of these parts provide a major source of relatively inexpensive replacement parts for the repair of millions of motor vehicles each year. Such parts, however, also provide a significant source of income for those involved in automobile theft. Estimates of income reaped from trading in stolen auto parts run as high as 40 percent of the \$2 - \$4 billion annual income derived from the auto theft business.

Because ADRA's 1300 direct members and approximately 5000 affiliated members are so affected by the stolen car business, both financially and otherwise, preventing and curtailing auto theft is of particular concern. The establishment of "chop shops" has damaged the credibility of legitimate automotive dismantlers and recyclers, causing them to lose profits, and in some instances, go out of business. As a result, ADRA has undertaken an extensive educational program directed at its members, governmental bodies, and consumers to inform them of the honesty of the overwhelming majority of people in the automotive parts industry.

ADRA's Publications

"Guide for State Legislation on Auto Theft"

A short guide directed at State Legislative bodies. Designed to provide guidance regarding the drafting of auto theft prevention legislation and includes ADRA's recommendations in this area.

Dismantlers Digest

Published bi-monthly. Devoted exclusively to the automotive recycling industry. One recent issue, however, November-December, 1977, was devoted to auto theft.

For additional information:

Donald J. Rouse
Director, Field Services
Automotive Dismantlers and Recyclers of America
100 Vermont Avenue, N.W.
Washington, D.C. 20005
Telephone: 202-628-4634

III. American Association of Motor Vehicle Administrators

The American Association of Motor Vehicle Administrators (AAMVA) is a voluntary nonprofit, tax exempt, educational organization of state and provincial officials in the United States and Canada, responsible for the administration and enforcement of laws pertaining to the motor vehicle and its use. Founded in 1933, AAMVA is particularly concerned with the following:

- developing programs in disciplines related to motor vehicle administration, police traffic services and highway safety;
- serving as an information clearing house for these same disciplines; and
- serving as the singular spokesman for the interests cited above.

While AAMVA's primary concerns do not directly relate to auto theft, motor vehicle administrators, who are responsible for the administration and enforcement of motor vehicle and traffic laws, must deal with an array of problems caused by vehicle theft, such as those pertaining to proof of vehicle ownership. Accordingly, AAMVA strongly advocates the tightening of administrative controls regarding this particular measure. The objective would be to make it difficult to obtain counterfeit certificates of ownership or titles. The organization also supports the development of a unique Vehicle Identification Number (VIN), an identifier which would be designed to deter vehicle theft.

AAMVA's Publications

AAMVA Bulletin

Published monthly. Addressed to major programming trends in state and provincial motor vehicle and traffic law enforcement agencies. Occasionally, articles appear on auto theft. Most recent auto theft articles appear in January/February and March, 1979 editions.

For additional information:

Jack H. Leverenz
American Association of Motor Vehicle Administrators
1201 Connecticut Avenue, N.W.
Suite 910
Washington, D.C. 20036
Telephone: 202-296-1955

IV. Motor Vehicle Manufacturers Association

The Motor Vehicle Manufacturers Association (MVMA) is the trade association of United States Automobile Manufacturers, whose eleven member companies produce 99 percent of all the domestic cars, trucks and buses in the United States.

MVMA represents the culmination of a 1913 merger of two organizations: National Association of Automobile Manufacturers formed in 1900 and the Association of Licensed Automobile Manufacturers organized in 1903. It acquired its current name in 1972.

While the Association's list of primary objectives does not include auto theft prevention, its spokesmen maintain that MVMA, through its members, has taken a number of voluntary steps to deter theft.

In 1954, several years before NHTSA was established and issued a rule requiring each car to have a VIN, American auto manufacturers adopted a standard numbering system to identify vehicles to combat theft. Other steps also have recently been made. First, security systems have been developed to thwart known ways of vehicle theft. Second, the development of an informational system has been undertaken to educate the public about ways to deter theft. Third, NATB is provided with magnetic tapes containing information on the vehicles the manufacturers produce. And, fourth, assistance is provided to law-enforcement agencies in the identification of stolen vehicles.

Publications

"Motor Vehicle Facts and Figures"

Published annually. Presents comprehensive statistical data on the economic and social aspects of motor vehicle production and use.

Motor Vehicle Theft: A Bibliography

Published in 1974, this bibliography is the first major effort to identify, categorize or develop a comprehensive source document on vehicular loss. It is useful to those interested in learning about theft prevention between the late 1880's and 1973.

For additional information:

Thomas Carr, Manager
Vehicle Safety Engineering
and Standards Department
Motor Vehicle Manufacturers Association
300 New Center Building
Detroit, Michigan 48202
Telephone: 313-872-4311

V. National District Attorneys Association

Founded in 1950, the National District Attorneys Association's (NDAA) major concerns are increasing cooperation among prosecuting attorneys, promoting strict and honest enforcement of the law, and improving the efficiency of local government. Related to these major concerns is its effort to develop investigative and prosecutorial approaches to dealing with insurance fraud. The Economic Crime Project, begun in 1973, represents NDAA's approach to dealing with insurance fraud as part of its efforts to assist local district attorneys in curtailing and preventing all white collar crime.

For Additional information:

Arthur L. Del Negro, Jr.
Director, Economic Crime Project
National District Attorneys Association
666 North Lake Shore Drive, Suite 1432
Chicago, Illinois 60611
Telephone: 312-944-4610

VI. National Association of Attorneys General

The National Association of Attorneys General (NAAG) is an organization of the fifty-four Attorneys General of the States and territories. Research and support services for NAAG are provided by the Committee on the Office of the Attorney General (COAG), which is a non-profit foundation.

NAAG/COAG is involved in a number of activities designed to assist its members in combating organized crime, whether in auto theft or insurance fraud. To provide and facilitate this process, NAAG/COAG utilizes its clearinghouse, sponsors meetings and seminars, publishes a newsletter and makes available the results of its research, not only to its members, but also to other interested parties.

Over the last few years, NAAG/COAG has turned more of its attention to problems and possible solutions surrounding auto theft prevention. Through the efforts of its Organized Crime Control Unit, national and regional seminars have featured speakers such as Paul Gilliland, President of the National Automobile Theft Bureau, to speak on the state's role in combating auto theft.

NAAG/COAG Publications

Organized Crime Control Newsletter

Published monthly. The newsletter is designed to inform members about recent state efforts in combating organized crime activities.

Organized Auto Theft (July 1979)

This recent report contains a detailed discussion of the auto theft problem. Chapter headings are as follows:

1. The Scope and Character of Auto Theft;
2. Methods of Retitling Stolen Vehicles;
3. Weaknesses in the Titling and Registration Process;
4. Improving the Title/Registration Process;
5. Registration of Wreckers, Dismantlers and Salvage Yards;
6. Use of the Vehicle Identification Number;
7. Insurance Frauds;
8. Auto-Car Theft Committees;
9. Exported Stolen Vehicles;
10. Federal Responses to Auto Theft;
11. Manufacturer's Responses to Auto Theft;
12. Summary - Recommended State Responses.

The appendix contains a listing of resource persons and organizations. The 73 page report is heavily footnoted.

For Additional information contact:

Patton G. Galloway
Executive Director
National Association of Attorneys General
3901 Barrett Drive
Raleigh, North Carolina 27609
Telephone: 919-781-5060

Jeffrey M. Trepel
Organized Crime Control Coordinator
National Association of Attorneys General/
Committee on the Office of the Attorney General
3901 Barrett Drive
Raleigh, North Carolina 27609
Telephone: 919-781-5060

VII. American Insurance Association

The American Insurance Association (AIA) is the trade and service organization of 149 property and casualty insurance companies. Founded in 1866, AIA claims to be the oldest and most representative association in its particular field of insurance. Its purpose is to provide a forum for industry problems through a Board of Directors, which is composed of member company representatives.

Because its members provide insurance coverage to million of vehicle owners, AIA has an active interest and role in preventing auto theft. Recently, it sponsored a full page public issues advertisement in 16 of the nation's most influential magazines, stressing the economic consequences of auto theft to insurers and consumers. The advertisement also outlined approaches AIA's group of insurers have taken to alleviate the problem, and specified positive steps the public can take to help.

AIA's major thrust in combating auto theft, however, is its support of the National Automobile Theft Bureau (NATB). Nevertheless, in addition to its sponsorship of the full-page advertisement, it participates directly in the regional community work of the New York/New Jersey Anti-Car Theft Committee. Moreover, AIA supports efforts to improve the security of vehicle titles and endorses NATB's VIN Edit System which maintains checks for incorrect or forged VIN's and provides informational tapes to member companies.

For additional information:

Walter Swift
American Insurance Association
Vice President, Claims
85 John Street
New York, New York 10038
Telephone: 212-433-4400

VIII. Insurance Crime Prevention Institute

The Insurance Crime Prevention Institute (ICPI) is a non-profit agency established in 1971 by a dozen of the leading casualty insurers, especially to investigate and prosecute cases of automobile fraud. ICPI is currently supported by approximately 330 of the larger companies in the United States, which write more than 70 percent of the nation's property and casualty insurance.

In its efforts to reduce automobile fraud, ICPI works directly with law enforcement agencies and the media in a manner which directly relate to its purposes. They are:

- to detect fraud, assembly airtight cases for prosecutors and thus suppress fraud through criminal prosecution;
- to deter fraud through giving maximum publicity to arrests and convictions; and
- to educate the insurance industry, law enforcement agencies, prosecutors and the public through films, training bulletins and courses of instruction to groups ranging all the way from small volunteer fire departments to ICPI's Representatives' annual lectures at the FBI Academy, Quantico, Virginia.

Other Information and Publications

ICPI maintains a library of training films. Available for no charge on a short-term loan basis or may be purchased at cost.

ICPI Report

Newspaper format. Details cases under investigation or results of recent ICPI prosecutions. Published bimonthly. Distributed free to member companies, law enforcement agencies and the media. Occasionally, articles appear on auto theft. Most recent - March/April, 1979.

Insurance Fraud: ICPI Handbook for Insurance Personnel

Illustrated book explaining all types of fraud. Available free on request.

For additional information:

James F. Ahern
National Director
Insurance Crime Prevention Institute
15 Franklin Street
Westport, Connecticut 06880
Telephone: 203-226-6347

IX. International Association of Auto Theft Investigators

The International Association of Auto Theft Investigators (IAATI) is a non-profit organization which represents about 1000 law-enforcement officers involved in auto theft investigations in the United States and Canada. A voluntary association, IAATI sponsors seminars on auto theft prevention and disseminates information on efforts to curtail thefts to its members through a newsletter, published bi-monthly.

For additional information;

Thomas Horrigan
Executive Secretary
International Association of Auto Theft Investigators
12416 Feldon Street
Wheaton, Maryland 20906
Telephone: 301-946-4114

ANTI-CAR THEFT (ACT) CAMPAIGNS

The concern of insurance companies, the National Automobile Theft Bureau, State and local police and the general public with high rates of auto theft has led to the establishment of anti-car theft (ACT) campaigns in several areas of the country. The goals of such campaigns are to raise public awareness of the problem, to encourage needed legislation and to serve as a forum for discussion.

Boston

The first ACT campaign was in Boston, the city with the highest rate of auto theft in the nation. The Massachusetts Anti-Car Theft Committee was formed in 1976. Its most successful program was its Speaker's Bureau, consisting of volunteers who spoke at schools, on television and before civic associations and business groups. Associated with the Mass. Act campaign was the H.O.T. Car (Hands Off This Car) program, put into motion by a local TV and radio station. The campaign was successful, helping to reduce Boston's auto theft rate by 25 percent.

Contact: Walter P. Birmingham
Massachusetts Anti-Car Theft Committee
P.O. Box 1454
Boston, Massachusetts 02104
Telephone - 617-725-6000

New York/New Jersey

The New York/New Jersey ACT Campaign was formally begun in October, 1978, after several months of organizational meetings. The ACT Committee has endorsed legislation at the state level and in New York City and has prepared newsletters, fact sheets and press releases aimed at arousing public concern about auto theft. It also has a Speaker's Bureau.

Contact: Joseph McDonald
New York/New Jersey Anti-Car
Theft Committee
110 William Street
New York, New York 10038
Telephone: 212-233-1400

Michigan

The Michigan ACT Committee was started in 1978. It has actively supported state legislation in Michigan designed to reduce auto theft. Moreover, since many cars stolen in Michigan were unlocked or had a key in the ignition, Michigan ACT has conducted a public awareness campaign, "Lock It and Pocket The Key," similar to those in Boston and New York.

Contact: Conrad D. Golemba
Michigan Anti-Car Theft Committee
P.O. Box 575
Dearborn, Michigan 48121
Telephone - 313-336-2575

Texas

Texas began a statewide ACT campaign in 1978, supported by the insurance industry and the Governor's Criminal Justice Council. It has produced a brochure and two television spots aimed at informing the general public of the nature of the auto theft problem

Contact: Charles Evans
National Automobile Theft Bureau
1341 W. Mockingbird Lane
Dallas, Texas 15247
Telephone - 214-630-1666

LITERATURE SURVEY AND BIBLIOGRAPHY

As part of this vehicle theft prevention project, a comprehensive survey was conducted to determine the availability of information on all aspects of auto theft. The most detailed listing of works on this topic was prepared by Arthur Kingsbury for the Motor Vehicle Manufacturers Association. This 379-page document, titled Motor Vehicle Theft: A Bibliography, was published in 1974. It covers the period from the late 1880's to 1973.

The annotated bibliography in this report includes a variety of publications from diverse areas such as federal and state governments, newspapers, scholarly journals and private consulting firms. It is limited almost exclusively to recent material, that is to works published during the 1970's. The reader is also referred to the publications cited in Chapter 6, Private Organizations and Trade Associations Involved in Combating Auto Theft.

The bibliography is divided into the following categories:

- Studies, Reports, Legislative Testimony, Etc. of Federal Agencies and Officials;
- Results of Detailed Studies;
- Journal and Newspaper Articles;
- Books, Guides and Pamphlets;
- Miscellaneous, including Conference Proceedings;
- Films and Film Strips.

Sources Consulted

Many individuals and institutions were consulted. But the most helpful were as follows:

Institutions

- National Criminal Justice Reference Service
- New York State Division of Criminal Justice
- New York State Library
- U.S. Department of Justice, Criminal Division

Individuals

- Peter Derrick
New York State Senate Committee
on Transportation
- John Howland
Arthur D. Little, Inc.
- Stephen Weglian
U.S. Department of Justice, Criminal Division

Studies, Reports, Legislative Testimony, etc. of
Federal Agencies and Officials

1. "Activities of Interagency Committee on Auto Theft Prevention", Hearing before a Subcommittee of the Committee on Governmental Operations - House of Representatives, 94th Congress, Second Session, August 4, 1976.

Various views regarding methods and means to prevent automobile theft were presented at this hearing. Witnesses included private organizations and Federal government spokesmen, who generally talked about the activities of the Federal Interagency Committee on Automobile Theft Prevention and the review of NHTSA Standard Numbers 114 and 115.

2. Carbone, Stephen M., and James V. Downey, "A Statement on Motor Vehicle Thefts by Federal Bureau of Investigation - New York Office", Hearing before New York State Senate Committee on Transportation, New York, New York, January 24, 1978.

The statement presents very good statistical data on the extent of automobile theft, with particular emphasis on the Northeast, where the theft rate is the highest in the nation. A significant section of the paper, moreover, is devoted to reporting the results of a survey completed in 1974 by the Federal Bureau of Investigation (FBI) and the Canadian Dominion Bureau of Statistics at the request of the International Association of Chiefs of Police. 12,000 law enforcement agencies were asked to participate in the survey. While some of the data may be dated, the severity of the theft problem which the authors stress, is as accurate now as it was in 1974.

3. Percy, Charles, Senator. Comments on S. 3531; Congressional Record, Proceedings and Debates of the 95th Congress, Second Session, September 27, 1978.

Senator Percy, a co-sponsor of S. 3531 - the "Motor Vehicle and Theft Prevention Act of 1978", presents statements in support of the bill.

4. Statements of Benjamin R. Civiletti, Deputy Attorney General, and Ralph K. Culver, Chief of the Private Property Unit, General Crimes Section, Criminal Division, United States Department of Justice, before United States Senate Committee on Commerce, Science and Transportation, Subcommittee on Consumer, concerning Automobile Fraud and Theft, March 22, 1978.

The statements are generally restatements of Justice's commitment to severely curtail automobile theft. Specifically, in Mr. Culver's statement, a summary update is presented of the activities of the Federal Interagency Committee on Auto Theft Prevention, with particular emphasis on Standard Number 114, and proposed Standard 19, which the Committee supports.

5. U.S. Department of Commerce. Bureau of the Census. Criminal Victimization in the United States - Comparison of 1974 and 1975 Findings, by R. W. Dodge, Washington, D.C.; Government Printing Office, 1977. p. 51.

This is an annual report dealing with year-to-year change in victimization rates for selected crimes measured by the National Crime Survey. Motor vehicle theft rates are included. Data were collected for the Law Enforcement Assistance Administration.

6. U.S. Department of Commerce. National Bureau of Standards. Report of Tests of Automobile Ignition Lock Assemblies - Preliminary Draft. Washington, D.C., June 23, 1976.

Reported are tensile and torsional test results for five types of automotive ignition lock assemblies which are used to measure the forces and tongues required to remove the lock cylinders or operate without a key.

7. U.S. Department of Justice. Criminal Division. "Memorandum on Determining Costs of Motor Vehicle Related Theft", March, 1978. p. 20 (including footnotes).

Costs related to automobile theft are extremely difficult to determine. Various estimates range from \$2 billion to \$4 billion annually, costs which are borne directly and indirectly by the consumer and taxpayer. In this brief, but useful memorandum, listed are the several forms of costs, the costs themselves and comments on how they can be determined. While this particular analysis is far from complete, appropriate government agencies and interest groups should find it helpful as they devise measures to prevent automobile theft.

8. U.S. Department of Justice. Criminal Division. "Motor Vehicle Theft Prevention and Enforcement Program", Draft, August, 1978. p. 42.

This report summarizes the nation's motor vehicle theft prevention and enforcement program with particular emphasis on activities completed or begun over the last five years. The report makes explicit the objectives of the important standards (114, 115 and 19) issued and proposed by NHTSA and the objectives of the Federal Interagency Committee on Auto Theft Prevention and certain other appropriate agencies of the state and federal governments. A glossary of special terms used in motor vehicle theft is also included.

9. U.S. Department of Justice. Criminal Division. Handbook for Federal-State Law Enforcement Committee, November, 1977. p. 11.

This Handbook is particularly designed for the use of U.S. Attorneys in establishing formal Federal-State Law Enforcement Committees. The Handbook and efforts to increase federal-state cooperation in law enforcement, however, are partly the results of informal undertakings by U.S. Attorneys and state officials regarding the investigation and prosecution of auto theft and cargo theft offenses. Not a how-to book, the Handbook provides guidance to U.S. Attorneys who are interested in forming a Federal-State Law Enforcement Committee. Active committees can provide valuable assistance to law enforcement agencies in automobile theft prevention.

10. U.S. Department of Justice. Criminal Division. "Relevant National Statistical Data, Relating to Auto Theft Problem as Extracted from the Uniform Crime Report for 1960-1977", January, 1979.

This collection of statistical data should be of use to any group interested in acquiring an understanding of the severity of automobile theft and related crimes. Two interesting pieces of information are included. In 1977, 53 percent of those arrested for motor vehicle theft were under 18 years old, and 71 percent were under 21, facts which are useful in initiating remedies to combat the problem.

11. U.S. Department of Justice. Criminal Division. "Estimated Cost Analysis of Component Numbering Identification by Laser Marking", Draft, 1978. p. 11.

Of all the big automobile manufacturers, General Motors is the only one experimenting with a laser marking system, which could be used to affix unique identification to vehicle components not currently being marked by the manufacturer. Supposedly, when the laser marking system becomes operational, the numbering of presently unmarked vehicle components will become economically feasible and relatively easy to do. The twelve components suggested for marking are primarily those being listed in several state bills and are intended to thwart the growth of "chop shop" activity in recent years as well as "ring" activity. In this Justice Department analysis cost estimates are given for instituting a laser marking system.

This system, according to Justice, is rather inexpensive to implement - around \$100,000 per year for a one-man machine and \$175,000 per year for a two-man machine. The cost to the vehicle buying consumer would be less than \$5 per automobile for about 12 more numbers on various parts. But, despite the low costs involved, General Motors is noncommittal about when the laser marking system will become operational.

12. U.S. Department of Justice. Federal Bureau of Investigation. Uniform Crime Reports for the United States, 1976. Washington, D.C.: Government Printing Office, September 28, 1977.

Summary of crime statistics including auto theft, compiled by the FBI from uniform crime reports obtained from virtually all U.S. jurisdictions.

13. U.S. Department of Justice. Federal Bureau of Investigation. A Special Motor Vehicle Theft Survey Report, September - October, 1974. Washington, D.C.: Government Printing Office, March, 1975.

This is a survey of the conditions of theft of 10,014 cars recovered during the period of study.

14. U.S. Department of Justice. Law Enforcement Assistance Administration. National Institute of Law Enforcement and Criminal Justice. Preliminary Study of the Effectiveness of Anti-Theft Devices, by David Barry et al., Washington, D.C.: Government Printing Office, October 1975. p. 35.

According to this 1975 study, automobile anti-theft devices as required by then current standards were not extremely effective in theft deterrence. Defeating locks, for example, varied from a few seconds to several minutes. Accordingly, a major recommendation was put forward amending the Department of Transportation's Vehicle Safety Standard No. 114 to include minimum performance guidelines established through a cost effectiveness research program. This study, although somewhat dated, provides a good overview of the effectiveness of anti-theft deterrents. Information presented in the study on these deterrents and the extent to which LEAA has attempted to attack the auto theft problem are instructive.

15. U.S. Department of Transportation. National Highway Traffic Safety Administration. State Vehicle Programs : Special Report by Joseph Grillo et al., Washington, D.C.: Government Printing Office, June, 1977. p. 17

This report provides state and community highway safety officials with a summary overview of research, demonstrations, and rulemaking initiatives currently underway in support of state motor vehicle inspection, titling and registration programs. While many of the studies listed have been completed, the document can be used as a reference source by special interest groups, national organizations and highway safety officials.

16. Weglian, Stephen M., "Testimony Before the Hearing of the Ohio State Senate Highways and Transportation on Ohio Senate Bill No. 471", Columbus, Ohio, June 14, 1978. p. 5.

Weglian's statement sets out the purposes and goals of the Federal Inter-agency Committee on Auto Theft Prevention. Highlights include the shaping of a legislative package for 1978, and the continued effort to refine proposed changes to the Uniform Vehicle Code.

Mr. Weglian is an attorney in the Criminal Division of the U.S. Justice Department, and is considered an expert on auto theft prevention measures.

17. Weglian, Stephen M., "Testimony Before the Public Hearing of The New York State Senate Committees on Transportation and Consumer Protection Concerning Auto Thefts". Albany, N.Y., January 24, 1978. p. 16.

Weglian traces the involvement of the federal government in auto theft prevention from the passage of the Dyer Act in 1919 to the withdrawal from federal prosecution of individual Dyer Act violations by the Justice Department in the early 1970's. Much of the emphasis has been placed on local and state action, and on the advocacy of preventive methods from improving locks to devising standardized vehicle identification numbers (VIN).

In this testimony, Mr. Weglian requests support for new federal legislation and the passage of stronger state laws which would greatly deter automobile theft.

Results of Studies

1. AED Research and Services Corp. - Serial Number Location and Identification Guide for Construction Equipment, 2nd Edition. Oak Brook, Illinois: 1977. p. 90.

This guide to equipment serial number location aids law enforcement officers in properly identifying specific items of construction equipment, e.g., tractors, and dump trucks. It contains a list of manufacturers' locations and telephone numbers.

2. Arthur D. Little, Inc. Vehicle Anti-Theft Security System Design, Vol. 1, Summary Report, by John S. Howland et al. Cambridge, Mass.: December, 1978. p. 15. Prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, Washington, D.C.

The report summarizes a vehicle theft survey conducted by Arthur D. Little during 1976 and 1977. This consultant firm reviewed published literature on the subject and interviewed a wide variety of expert sources, including both law enforcement officials and thieves. The results of the survey were used as a basis for the development of effective anti-theft performance data. Recommendations are provided.

3. Arthur D. Little, Inc. Vehicle Anti-Theft Security System Design, Vol. 11, Technical Report, by John S. Howland et al. Cambridge, Mass.: December, 1978. p. 153. Prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, Washington, D.C.

This is the companion report to Volume I above. A much more detailed report than Volume I, extensive discussions are presented on anti-theft systems and their effectiveness. Primary objective of this study was to develop and recommend modifications, which are included, to Federal Motor Vehicle Standard Number 114. Other more general recommendations are also included.

4. Arthur D. Young and Company. - Guidelines Manual Vehicle Theft Countermeasures in the Issuance of Certificates of Vehicle Title, by Michael DiMiceli, Hugo B. Becker. Washington, D.C.: August, 1977. p. 22. Prepared for U.S. Department of Transportation, National Highway Traffic Safety Administration, Washington, D.C.

This report is the result of a year long study of the federal government's "attack" on the vehicle theft problem. Arthur Young reviewed the work of the Inter-agency Committee on Auto Theft Prevention as well as documents and data collected from various other federal agencies, state agencies and interest groups like the American Association of Motor Vehicle Administrators (AAMVA). Designed to supplement the proposed National Highway Traffic Safety Administration Highway Safety Program Standard on Motor Vehicle Titling and Theft (No. 19), the crux of the report is a series of recommendations to deter and detect attempts to obtain legitimate title to stolen vehicles. While some of the recommendations are not new, the report is well worth reading.

5. Blackstone Institute. Survey of Dyer Act Referrals: State and Local Prosecution of Interstate Auto Theft Cases, by Steffen W. Graae, Richardson White, Jr. and Francis X. O'Leary, Jr. Washington, D.C.: August, 1978. p. 53.

Financed by a grant from the Law Enforcement Assistance Administration (LEAA), this survey was undertaken in order to uncover the problems confronted by state and local enforcement agencies in prosecuting interstate auto theft cases referred to them by the Federal Bureau of Investigation (FBI) or non-federal law enforcement authorities under the Dyer Act. The authors of this report made extensive use of FBI and National Crime Information Center (NCIC) records.

A drawback of the survey, however, is the fact that states and cities with the highest theft rates make minimal use of NCIC services. That is, police departments in New York, Detroit and Philadelphia prefer to communicate directly with theft jurisdictions rather than getting involved with NCIC. Nevertheless the survey results should not be minimized because of the lack of more information from the big population centers. The report's conclusions and recommendations, which in part are applicable to all law-enforcement agencies, reflect the absence of adequate formal federal-state-local cooperation in resolving this billion dollar problem.

6. Boak, R.W., et al., Summary of the Automotive Theft Survey. Warren, Michigan: General Motors Corporation, March 1978.

This report summarizes the results of a joint project between General Motors and several automotive insurance companies to obtain data on theft by year, make, model, condition of recovered vehicles and dollar losses, theft methods, etc. Survey stresses partial rather than total theft (12,033 out of 16,594 cases) and the Michigan and Illinois area (5857 out of 16,594 cases with rest scattered).

7. Bramshill (England) Police College. Divisional Crime Trends to March, 1978-Metropolitan Police - England. Hampshire, England: 1978. p. 35.

Statistical data, including automobile crimes, are presented on crime trends by division of New Scotland Yard Police as of March, 1978. Period covered was between 1975 and 1978, during which time auto theft increased significantly. Report seems to be valuable only to statistics collectors.

8. California Highway Patrol. Vehicle Theft Control Project Evaluation Study. Sacramento, California: October, 1976.

Final summary report of a three-year project aimed at reducing car theft. The report includes a definition of the problem and information on data systems, titling, training and investigation. Considerable information is given on specific techniques. The report also contains the Special Vehicle Theft Arrest Survey (June 1976) which presents data associated with the 646 offenses including offender profile, criminal history, vehicle profile and court disposition.

9. Honolulu (Hawaii) Police Department. Honolulu (HI) - Police Department - Annual Statistical Report, 1977. Honolulu, Hawaii: 1978. p. 78.

This 1977 annual report on the Honolulu Police Department contains statistical data on department resources, crimes, police district, arrests and dispositions, and automobile accidents. The data specifically pertain to offenses and cleared offenses, offenses known to the department and their disposition by district, crimes against property, and automobile theft.

10. Howland, John S., Conceptual Design Study for the Improvement of Anti-Theft Automobile Ignition Locks. Waltham, Massachusetts: Foster Miller Associates, Inc., June, 1976.

Study of auto theft methods in Massachusetts indicate that the primary method is the extraction of the ignition lock cylinder with a slide-hammer. Two specific design concepts are presented to thwart this theft method. Also, several specific recommendations are made for strengthening MVSS# 114.

11. Howland, John S., Engineering Study of Anti-Theft System Effectiveness. Waltham, Mass.: Foster Miller Associates, Inc., December, 1976.

Study of a number of after-market anti-theft devices to determine their effectiveness for purposes of aiding in determining insurance premium discounts.

12. Hunt, James H., Recommendations of the Hearing Officer Relative to Discounts on Comprehensive Coverage Premium Rates for Motor Vehicles Equipped with Anti-Theft Devices, Massachusetts State Rating Bureau, January 20, 1977. (Reprint)

James H. Hunt, Director, State Rating Bureau, presents a discussion of anti-theft devices in Massachusetts and nationally as they apply to recommended premium discount schedules. Listed are the types of anti-theft devices qualifying for discounts.

13. Idaho Law Enforcement Planning Commission. Nampa (Idaho) City Police Department - A Study of Crime - Part 1 Offenses, Phase 1, 1975. Boise, Idaho: 1977. p. 52.

Presented are data on the major crimes in Nampa City in 1975. Techniques used for data gathering and analysis was the crime analysis - project evaluation research technique developed by the Santa Clara (California) criminal justice pilot program. Very specific information is presented on auto theft, e.g., location of vehicles and vehicles recovered.

14. Iowa Department of Public Safety. Iowa - Uniform Crime Reports - Annual Release, 1976. - Vol. 1 - Analysis of Jurisdictional Data on Crime Reported, Arrests, and Assaults on Officers. Des Moines, Iowa: 1977. p. 177.

Iowa's first annual uniform crime report presents and analyzes statistics on crime incidence, crime rates, arrests, clearance rates, arrestee characteristics, and assaults on police. Rates of change from 1975 to 1976 are reported. Auto theft is one of the crimes analyzed.

15. Japan National Police Agency. Real Time System Operated by Japanese Police. Tokyo, Japan, 1977. p. 8.

Here is another system from Japan which we may be able to use. The Japanese have come up with a system which provides for the retrieval of information about persons and vehicles based on the input of name or physical characteristics in case of persons and plate number or description for vehicles. Data on stolen vehicles and other general vehicles are put into the computer and inquiries are answered by supplying registration or plate numbers.

16. Kentucky Department of Justice. Kentucky - Uniform Crime Reports - Annual Report, 1977. Frankfort, Kentucky, 1978. p. 124.

Statistics, including auto theft, on offenses, arrests, clearance rates, and police personnel are presented and analyzed. For those interested, in 1977, there was a slight increase in the number of Kentucky's auto thefts, but the per capita rate for that offense decreased.

17. King County (Washington) Law and Justice Planning Office. Auburn (WA) - Burglary/Auto Theft Reduction Team - Evaluation. Olympia, Washington, Washington Law and Justice Planning Office, 1976. p. 47.

A description of the Auburn burglary/auto theft reduction program is provided, with an evaluation in terms of the effectiveness in meeting its four objectives. The objectives were: to reduce residential burglaries, to reduce commercial burglaries, to increase clearances of reported burglaries, and to increase clearances by arrest for reported burglaries.

18. Metropolitan Atlanta Crime Commission. Crime Prevention. Atlanta, Georgia: 1977. p. 275.

A number of programs designed to prevent crime are discussed in this manual. Detering auto theft is one of them. The manual was actually designed to assist local police and community groups in developing, implementing, and evaluating cooperative crime prevention programs. Some were successful, some not.

19. New Orleans (LA) Mayor's Criminal Justice Coordinating Council. Limits on Lighting - The New Orleans Experiment in Crime Reduction, by R. Sternhell, New Orleans, Louisiana. 1977. p. 42.

This report is the second of two evaluation studies on the effects of the lighting on nighttime crime rates, which focuses on an analysis of business burglary, auto theft and assault rates. It is concluded that there is no evidence that street lighting affected the commission of any of the targeted crimes.

20. New York State Senate Committee on Transportation. Auto Thefts: A Low Risk High Profit Crisis in New York State. Albany, New York: January 16, 1978.

The auto theft problem is more serious in New York State than in most other places. For example, while the national auto theft rate declined in 1976 by 4 percent, New York's rate increased by 14 percent. This report outlines the scope of the crisis in the nation's second largest state, and recommends a number of suggestions to combat the problem.

21. New York State Senate Committee on Transportation. National Workshop on Auto Theft Prevention: Compendium of Proceedings, October 3-6, 1978. Albany, New York: New York State Senate, 1979. p. 167.

The first ever national workshop on auto theft prevention was sponsored by the New York State Senate Committee on Transportation. This report contains the complete proceedings. Included also are a list of attendees and the resolutions adopted by Workshop participants.

22. New York State Senate Committee on Transportation. "Potential Civil Liability of Communications Between Insurance Companies and Law Enforcement Agencies", by Barry Weintraub. Albany, New York: August, 1979. p. 37. Prepared for National Workshop on Auto Theft Prevention, October 3-6, 1978, New York City.

The study contains sections on defamation (with subheadings titled A. Qualified Privilege, B. Apparent Qualified Privilege, C. Absolute Privilege); Malicious Prosecution (No subheadings); and Privacy (A Constitutional Right to Privacy, B. Federal Privacy Statutes, C. Common Law Tort and Privacy), plus a summary and conclusion.

23. Smith, D.G. Group 'Probation' Supervision of Male, Juvenile, Auto-Theft Offenders Using Behavior Therapy and its Effects on Recidivism. Boston, Massachusetts Committee on Criminal Justice, 1976. p. 55.

Report on a study to determine if a strategy based on social learning therapy is more effective than traditional probation in reducing the recidivism rate among male juveniles adjudicated for auto theft. The Cambridge (Mass.) auto theft program substituted group supervision and counseling services for traditional probation techniques to deal with youths referred after arraignment by probation officers.

24. The National Association of Attorneys General/Committee on the Office of Attorney General. Federal-State Law Enforcement Committees. Raleigh, North Carolina: National Association of Attorney's General, May, 1976. p. 33.

The concept for the establishment of Federal-State Law Enforcement Committees was a brainchild of the U.S. Justice Department in 1971 to provide some procedure for contacting appropriate state and local officials to discuss the handling of stolen automobile and cargo theft cases. Made up of U.S. Attorneys, and private citizens, the Committees have been formally established in a number of states where they are now concerned

with preventing not only automobile theft, but other crimes as well. This report is an update which describes the organization and functions of the Committees.

25. The National Association of Attorneys General/Committee in the Office of Attorney General. Organized Auto Theft. Raleigh, North Carolina: National Association of Attorneys General, July, 1973. p. 73.

An excellent summary of the auto theft problem in the United States. For more on this report see the section on the National Association of Attorneys General in Chapter 6.

26. Winston - Salem (North Carolina) Police Department. Winston-Salem (NC) - Police Department - Special Enforcement Unit - Final Report, January, 1976. Winston-Salem, North Carolina: 1976. p. 22.

In 1975, the Winston-Salem Police Department selected and trained 10 officers to serve on a special enforcement unit which was established to help decrease instances of robbery, burglary, and auto theft. This report documents those efforts. Unfortunately, they were not successful. There was a 2 percent increase in the incidence of auto theft, for example.

27. Wolfslager, D.R. A Status Report on Vehicle Theft and Security. Detroit, Michigan: Chrysler Corporation, July 1976.

Summary of various automobile theft data and the effectiveness of Chrysler anti-theft systems.

28. Wyoming, Michigan. Wyoming (Michigan) - Suburban Crime Prevention Unit Program - Final Evaluation Report. Lansing, Michigan: Michigan Office of Criminal Justice Programs, 1975. p. 15.

This is the final report on a project to stabilize or reduce a number of crimes, one of which is auto theft, in the suburban cities of Grandville, Kentwood and Wyoming, Michigan. The project's goals included improving coordination of police crime prevention activities and providing crime prevention education to the public. The program had positive impact, according to project director.

29. Zimring, F.E. Crime Demography and Time in Five American Cities. Croton-on-Hudson, New York: Hudson Institute, 1976. p. 41.

This "think tank" on New York State's Hudson River collected and analyzed data on arrest and census counts. Target years were 1960 and 1970. Participating cities were Cleveland, Ohio, Boston, Massachusetts, Dallas, Texas, Chicago, Illinois and Washington, D.C. Automobile theft was only one of the crimes on which data was collected and analyzed, using a grant from the U.S. Department of Justice's Law Enforcement Assistance Administration.

Journal and Newspaper Articles

1. Alexander, William, George Banks and James Stupnick, "Special Mobile Automated Remote Terminal Cars", FBI Law Enforcement Bulletin Vol. 47, April, 1978 (Reprint, p. 5).

This article presents information about Chicago's Special Mobile Automated Remote Terminal Cars, referred to as S.M.A.R.T. Cars. In operation since 1976, S.M.A.R.T. cars are equipped with computer terminals which provide direct access to computer files on wanted persons and stolen automobiles without requiring officers to relay information to and from a dispatcher. A response rate of 8 to 10 seconds is an indication of the terminal's value to crime investigation.

2. Benson, C. C., "Organized Disassembly of Stolen Vehicles", Dis-mantlers Digest, November-December, 1977. pp. 14-15.

Mr. Benson, former Manager, Southwest Division, National Automobile Theft Bureau (NATB) points out several reasons why the automobile theft problem has not been abated. One of the primary reasons is the increase in parts and labor costs in auto rebuilding garages, a factor which makes dealing in cheaper stolen components more enticing to marginal businesses. To combat this problem, Benson recommends a number of steps, including expanding federal jurisdiction to cover interstate transportation of stolen motor vehicle parts.

3. Bliss, George and Ray Moseley, "Mob Turns Auto Theft into a Deadly Business", Chicago Tribune, July 31, 1977. pp. 1 and 10.

Automobile theft, according to the authors is steadily becoming attractive to organized crime, not only in Chicago, but in other parts of Illinois, Indiana and Iowa. In this first of two articles, Bliss and Moseley highlight particular instances of violence directly related to car theft as rival gangs fight for control of profits which run into the hundreds of millions of dollars annually.

4. Bliss, George and Ray Moseley, "Auto Theft Grows into Major Racket", Chicago Tribune, August 1, 1977. pp. 1 and 10.

In this second of two articles (the first - "Mob Turns Auto Theft into a Deadly Business"), Bliss and Moseley point out that even the most respectable citizens are not immune from getting involved in the lucrative car theft racket, and because most police departments give a low priority to this crime, few of them go to jail.

5. Blumenthal, Ralph, "New Law May Curb Thefts and Stabilize Insurance Rates", The New York Times, January 28, 1979. (Reprint).

This article is about a 1979 New York City law designed to curb the auto theft and abandonment racket by permitting the police to tow stolen abandoned cars to a protected police pound before they are stripped. High insurance rates, attributable to the high auto theft rate in New York City, are expected to diminish, when and if this new law becomes an effective deterrent to partial vehicle theft.

6. Buck, Rinker, "Why New Yorkers Steal Their Own Cars", New York, May 8, 1978. pp. 35-38.

Except for money, Mr. Buck does not give any other plausible explanation as to why New Yorkers steal their own cars (Perhaps money is the only reason). But he does, in a rather sensational way, point out the relative ease with which auto theft and insurance fraud occur in New York State, especially in New York City. The result is New York State's auto theft rate climbed 16 percent in 1976, while the nation's rate dropped by 4 percent during the same period.

Mr. Buck implies that New York's rate increased because of State government inactivity, despite the introduction of several bills in this area by Senator John Caemmerer, Chairman of the Senate Transportation Committee, in 1978.

7. Cadigan, James J. and Gregory S. Klees, "Casting Vehicle Identification Numbers - A Technical Aid in Auto Theft Investigation", FBI Law Enforcement Bulletin, Vol. 47, No. 6, August, 1978, pp. 22-25.

Written by Federal Bureau of Investigation (FBI) employees, the claim is that by casting both the Vehicle Identification Number (VIN) and Public Vehicle Identification Number (PVIN) in Lucitone, an acrylic resin-base material, basic auto theft investigative procedures can be improved. Lucitone is highly durable and sets rapidly to produce a difficult to break cast which is suitable for long term retention. Thus, the VIN or PVIN can not be easily altered by thieves, and allows a quick available means of positive identification by the vehicle owner and law-enforcement agent.

8. "Car Thefts Soar in States", Albany (N.Y.) Knickerbocker News, January 25, 1978. p. 1.

New York State car owners, according to this news story, can expect drastically increased automobile insurance premiums if automobile thefts are not curtailed. In a hearing conducted by the State Senate's Transportation Committee, chaired by Senator John Caemmerer, it was revealed that New Yorkers because of their State's high auto theft rate (about 11 percent of all the nation's thefts) pay insurance rates for auto theft at two times the national average. To help control these rates, Senator Caemmerer has introduced legislation, including a bill which would require VINs to be stamped on specified parts of cars.

9. Chilimidos, R. S. "Vehicle Theft Crime", Crime Prevention Review, Vol. 5, No. 3, (April, 1978). pp. 24-30.

In this brief article, a history of the problem of vehicle theft is traced. Comparisons are made between vehicle theft's frequency and cost and that of other major crimes. Clearance and return rates are indicated and suggestions to thwart vehicle theft are offered, none of which seem to be new or untried.

10. Connelie, W. G., "New York State Auto Theft Unit Investigates Auto Crash Parts Business," Police Chief, Vol. 43, No. 12 (December, 1976). pp. 44-45.

Brief report on New York State Police success with investigations into stolen auto and stolen auto parts rings. State police auto theft unit, rather than orient the investigation to detect the thief, traces the cars (or parts) from the buyer to the seller, then back to the ring.

11. Craig, G., "California Highway Patrol Auto Theft Re-education Program", Journal of California Law Enforcement, Vol. 10, No. 1 (July, 1975), pp. 13-16.

According to this article, California's vehicle theft rate has decreased significantly because of its effective theft reduction program. The program included spot checks of salvaged vehicles and periodic inspections of scrap metal dealers and auto graveyards. The addition of 46 men to the California Highway Patrol Auto Theft Unit also helped to make the program successful.

12. "Devices to Protect Your Car from Theft", Consumer Reports, May, 1979. pp. 294-299.

The article is a report on the results of the effectiveness of 36 auto anti-theft devices tested by Consumer Reports. The devices are rated as to their estimated overall quality. Recommendations are also included.

13. Ferretti, Fred, "Car Thieves Terrorize U.S. With Sophisticated Ploys", Moneysworth, February, 1978. p. 10.

The title of this article is somewhat inflammatory. While the problem is serious, it has not yet reached terrorist proportions. What Mr. Ferretti does bring to our attention is the many ways car thieves come up with to take our automobiles away from us, such as using "slam-hammers" to strip our ignition-key system with one jolt and then replace it with a new ignition and key.

14. Ferretti, Fred, "Low Risks Combined With High Returns Helping to Make Car Stealing a Rapid Growth Venture", The New York Times, February 14, 1977.

While specifically focusing on automobile theft prevention obstacles in New York City, Mr. Ferretti also presents an excellent summary of similar problems confronted by law enforcement agencies in other parts of the nation. Although written in 1977, the article could very well have been written last month; it is not dated by any means.

15. Green, Larry, "Chop Shops: Bonanza for Car Thieves", Los Angeles Times, January 20, 1978. p. 1.

"Chopping" has become a growth industry, particularly in the eastern and midwestern parts of the country. For instance, according to Mr. Green, in 1968 close to 90% of all stolen cars were eventually recovered intact. But in 1976, only 70% were found, although the number of stolen vehicles had not increased significantly during the eight year period. And, in the city of Chicago, the percentage of stolen cars recovered with major body components missing increased by 100 percent between 1975 and 1977.

16. Gumpert, David, "In Massachusetts, A Car Here Today May be Gone Today", The Wall Street Journal, December 3, 1976. pp. 1 and 18.

In 1975, Massachusetts had the highest theft rate in the nation, 1,571 thefts per 100,000 people, more than triple the national rate of 469 thefts per 100,000. Mr. Gumpert interviewed a number of the victims, including the Mayor of Boston. Many persons blamed the police for the high rate, charging auto theft is not taken very seriously by them. NATB, on the other hand, believes as many as one-third of the thefts are fraudulent.

On January 1, 1977, a new law went into effect in the Bay State which is designed to make fraud difficult - junk car dealers and shredders have to report VINs of all cars sold or destroyed, and insurance companies are required to pay only previously agreed on amounts to owners of stolen cars, instead of higher book value rates.

17. Holles, Everett, "Stolen U.S. Autos End up in Mexico", The New York Times, August 8, 1976, P. 13.

The flow of stolen cars from California into Mexico has not reached the magnitude of illegal aliens from Mexico into the United States but its increase has risen to such proportions to require the involvement of the Federal Bureau of Investigation (FBI), the California Highway Patrol, and San Diego Police Department to work out some means to stem the tide. While not an extensively researched article, it does highlight the gravity of the automobile theft problem with our neighbors to the South.

18. Jacobson, Aileen, "City, Island Have 81% of State's Auto Thefts", Newsday, January 16, 1978.

This newspaper story highlights the severity of the auto theft problem in the Long Island and New York City areas of New York State, where almost all of the Empire State's auto thefts occur. Ms. Jacobson's story is based on a report compiled by the New York State Senate Committee on Transportation, entitled "Auto Thefts: A Low Risk, High Profit Crisis in New York State".

19. Mayer, Allan J., and Christopher Ma, "Hot Auto Parts", Newsweek, November 8, 1976.

This article is about the selling of stolen automobile parts, and the enormous amounts of money made by persons involved in this crime.

20. McCaghy, C. H. "Auto Theft -- Offender and Offense Characteristics", Criminology, Vol. 15, No. 3, (November, 1977), pp. 367-385.

Auto theft arrest and stolen auto recovery data were assessed, along with juvenile data, as part of an empirical examination of auto theft offense and offender characteristics in Ohio. Period covered was late 1960's to early 1970's. Incidences of auto theft are compared as to racial backgrounds of thieves. One conclusion reached is that race has little explanatory power in terms of who steals cars.

21. McKinnon, James S.; "Cooperation - Key to Florida Auto Theft Intelligence Unit's Success", FBI Law Enforcement Bulletin, Vol. 47, No. 6, August, 1978, pp. 12-15.

Cooperation between a variety of law enforcement agencies is absolutely necessary to prevent automobile theft and also to trail persons allegedly involved in this crime. This article summarizes the effectiveness of this kind of cooperation, and the resulting successes of the Florida Auto Theft Intelligence Unit, which has been in operation since the early 1970's.

22. Mitchell, H., "Tips for Spotting 'Hot' Cars When Purchasing a Used Car", Texas Police Journal, Vol. 23, No. 6, (July, 1975) pp. 1 and 21.

Presented are tips for investigating a used car and its seller to determine the possibility of vehicle being stolen. May be useful to law-enforcement agencies.

23. "Motor Vehicle Thefts - Uniform Crime Reporting Survey", FBI Law Enforcement Bulletin, Vol. 44, No. 6 (August, 1975). pp. 7-10.

The results of a 1974 two-month nationwide survey on characteristics of motor vehicle thefts are reported. Almost 6000 law enforcement agencies participated in the study. Important findings included: motor vehicle theft is largely an urban problem; thefts occur most frequently between 6 p.m. and 6 a.m.; over half of the thefts occur from private residences; and late model cars are more desirable to possess.

24. Powell, G. L. "Case Report - Trace Element Analysis of Steel Sections on Either Side of an Oxygen Cut in a Vehicle Suspected of Being Stolen", Journal of Forensic Sciences, Vol. 23, No. 4 (October, 1978), pp. 707-711.

This case report from South Australia concerns a vehicle suspected of being stolen, and the technique used by police to aid in their investigation. Specifically, when the police learned that drag-lines from an oxygen cut were not sufficiently distinctive to enable them to conclude that two parts of a vehicle had a common origin, trace element analysis provided the necessary evidence.

25. Rensen, H. L. (Translated from Dutch by Nelson Rose for the National Criminal Justice Reference Service in 1976), "Identification Reporting Task of the Central Information Service of the Netherlands Police" Algemeen Politieblad, Vol. 124, No. 9 (April, 1975). pp. 211, 213-217.

A description of a facility which appears to be similar to the FBI's National Crime Information Center (NCIC). This Dutch organization handles identification requests. The service includes central police files, central fingerprint service, and a photographic service office.

26. Ryder, Grover, "Car Thefts are Rising in the Area", New York Daily News, January 16, 1978.

This article is based on the New York State Senate report entitled "Auto Thefts: A Low Risk, High Profit Crisis in New York State". The report, compiled by the New York State Senate Committee on Transportation, highlights the severity of auto theft in New York. One result is high insurance rates.

27. Seifert, Allan L., "Should Young Auto Thieves Go Unprosecuted?", The Police Chief, April, 1974. pp. 54-55.

Mr. Seifert advocated the use of 18 U.S.C. 5001 as a basis for prosecuting youthful auto theft offenders (those under 21 years of age) as an alternative to the far more restrictive Dyer Act. Briefly, this statute allows the federal government to place federal detainers on youthful auto theft offenders under twenty-one years of age and return them at federal expense to the jurisdictions where the offenses were committed. There is a catch to this, however. Before any federal action is initiated, the youthful auto offender in custody must either signify his willingness in writing to be returned or the governor of the affected State must demand in writing seeking his return, supported by an indictment or affidavit.

While statistics on the number of youths who have availed themselves of this service are not presented, a good guess would be very few. But, Mr. Seifert is not concerned with statistical trivia. His interest is more future oriented: returning the youthful auto theft offenders to the scene of the crime for prosecution in local or state court is more appropriate in terms of future deterrence and rehabilitation.

28. Stuart, Reginald, "Group Seeks Mandatory Devices to Make Autos Harder to Steal", New York Times, May 15, 1978.

This article presents information regarding the National Highway Traffic Safety Administration's (NHTSA) issuance of proposed rules to require auto makers to make separate keys for ignitions and trunks. The proposed rules are due to affect 1981 model year cars and 1982 model year trucks with a gross weight of less than 10,000 pounds.

29. "The VIN: An I.O. for Your Car", Journal of American Insurance, Spring, 1976. (Report).

The Vehicle Equipment Safety Commission adopted a standard that affects 1979 and subsequent model cars regarding a uniform numbering system to help law enforcement and vehicle registration officials keep track of the nation's expanding car population. To become effective the standard requires a state by state adoption.

30. Van Raalte, Ronald C., "Vehicle Theft is No Longer Non-Violent", The Police Chief, June, 1979. pp. 42-45.

The author points out that vehicle theft can no longer be considered primarily as a non-violent crime. Increasing involvement by organized crime in auto theft has resulted in more and more acts of violence. But Mr. Van Raalte does not provide any substantial new information on the subject, summarizing, for the most part other published views.

31. Willey, John, "Auto Thefts Profitable for 'Chop Shop' Owners", Plainview (N.J. Daily Herald), January 29, 1978. p. 4a.

'Chop Shops', according to Mr. Willey are thriving businesses, many of which are set up especially to deal in stolen automobile parts. Because many appear to be legal, it is extremely difficult for law enforcement agencies to put them out of operation.

Books, Guides, and Pamphlets

1. Biles, D., Car Stealing in Australia - Facts and Figures, published by the Australian Institute of Criminology, Woden, Australia, 1975, p. 37.

Perhaps there is a lesson for Americans in this analysis. Vehicle theft rates have been decreasing in Australia since 1971. Demographic variables may provide bases for studying why decreases have occurred in one region and not in another, both with nearly identical car ownership rates.

2. Bunting, J. Protection of Property Against Crime. Kent, England: Bailey Brothers and Swinfen, Ltd., 1975. p. 90.

This is a rather simplistic approach to dealing with the protection of property against crime. For example, the author states that prevention is the best theft control measure, and that car theft can be effectively prevented by disconnecting the car's electrical system, and as a supplementary precaution, buy insurance.

3. Cole, L. S. Practical Solutions to Vehicle Theft Problems, Santa Cruz, California; Davis Publishing Company, 1976. p. 16.

Precautions that can be used to help in the reduction of auto theft are described in this pamphlet. The author, while not describing anything new, has, nevertheless, put together a short, useful piece on what to do to avoid theft.

4. Ford, R. E. Auto Theft Investigation Study Guide, Santa Cruz, California: Davis Publishing Company, 1975. p. 152.

This guide consists of a series of multiple-choice and fill-in questions covering vehicle identification numbers, vehicle theft investigation, common criminal methods, and apprehension of stolen vehicles. Useful as a text to prepare for civil service examinations; to acquaint an officer with auto theft investigation, or to improve recall of motor vehicle identification features.

5. Hendel, R. E. Police Operations Study Guide, Santa Cruz, California: Davis Publishing Company, 1978. p. 176.

Intended as a companion to the textbook, Police Operations: Tactical Approaches to Crimes in Progress, this study guide presents questions, answers and page references related to discussions in the text. Among the major topics treated is auto theft.

6. International Association of Chiefs of Police. Criminal Investigation - Special Offenses, Vol. 2. Gaithersburg, Maryland: 1975. p. 296.

One of the criminal offenses which this book deals with is vehicle theft. Discussed are the nature of this crime, along with details concerning criminal methods and particular clues to look for which will reveal such methods.

7. Plate, T. Crime Pays - An Inside Look at Burglars, Car Thieves, Loan Sharks, Hit Men, Fences, and Other Professionals in Crime. New York Simon and Schuster, 1975. p. 220.

This is an expose of criminal methods and the problems, economics, opportunities, difficulties, and the daily routine of crime as a profession. The author, for example, answers questions such as where does one learn to be a professional car thief? How much does a car thief make?

8. Powis, D. Signs of Crime - A Field Manual for Police, New York: John Jay Press, 1978. p. 225. A publication of the John Jay College of Criminal Justice.

While this book is basically a sharing of advice by an English police officer on behavioral patterns, attitudes, and life styles of thieves, a number of chapters are devoted to car theft primarily because this crime is committed in conjunction with several other crimes. Further, it is the objective of Mr. Powis to pass on practical "street tips" to help inexperienced police officers distinguish the suspicious from the normal person on the street. For example, a policeman is warned to be especially suspicious of the person with "car trouble" as this is a frequent lookout ruse.

9. Russell, J. L. Involuntary Repossession or In the Steal of the Night, Orlando, Florida: Russell and Associates, 1976. p. 70.

Presented are methods for unlocking the doors and by-passing the ignitions of cars of major manufacturers. Recovery methods for Ford, Chrysler, Chrysler Tilt Wheel, General Motors and American Motors Cars are treated. Book is mainly for instructing recovery agents, but other interested parties may find it useful.

10. Tinkler, R.R. Impact of a Model Cities Program on the Convergence of Crime Rates in a Model City Area and Residual Areas, 1976. Available from University Microfilms, Ann Arbor, Michigan. p. 175.

Examined are the effects of a model cities program in Austin, Texas on the distribution of robbery, burglary, and auto theft rates. Course of program was 1970-1975. One goal was to decrease crime and delinquency. Conclusion was Model Cities Program was a contributing factor in the reduction of selected crimes in the model neighborhood.

Miscellaneous: Conference Proceedings, etc.

1. Campbell, R. F. "VIN (Vehicle Identification Number) in Vehicle Security and Theft Recovery", presented at the Automotive Engineering Congress and Exposition in Detroit, Michigan, February 23-27, 1976. p. 8. Available from Society of Automotive Engineers, Warrendale, Pennsylvania.

The magnitude of the automobile theft problem in the United States is discussed, and the effectiveness of secondary vehicle identification numbers in combating automobile theft is considered. Mr. Campbell points out that secondary VINs, appearing since 1968 on vehicles, is a prime example of the cooperation of automobile manufacturers in combating auto theft.

2. Eckert, W. G. (ed.) "Investigation of Arson, Crime Scenes and Vehicular Problems - The Proceeding of the 5th Meeting of the Western Conference on Criminal and Civil Problems, May 19-20, 1976," Wichita, Kansas. p. 98. Available from Milton Helpert International Center of Forensic Sciences, Wichita State University, Wichita, Kansas.

Papers are presented concerning investigation of crime scenes, fires and arson, and vehicular problems. In the latter area, considered are field investigation of accidents and criminal aspects of vehicular problems.

3. Gragg, J. "Field Investigation - Criminal" (from "Investigation of Arson, Crime Scenes and Vehicular Problems," 1976, by William G. Eckert), 1976. p. 4. Available from Milton Helpert International Center for Forensic Sciences, Wichita State University, Wichita, Kansas.

Examined are the various uses of land, sea and air vehicles in the perpetration of crimes. Brief paper mainly for use of accident investigators.

4. International Criminal Police Organization. Recovery of Motor Vehicles Stolen or Misappropriated in One Country and Sold Abroad to a Third Party Acting in Good Faith. Saint Cloud, France: 1975. p. 26.

Presented are the results of a survey (year(s) unknown) on the protection afforded by law to the dispossessed owner of a stolen or misappropriated motor vehicle as well as to the bona fide (good faith) purchaser. Suggestions are also presented to tighten international auto registration procedures.

5. McDonald, J. F. "Detection and Identification of Stolen Motor Vehicles" (from Law Enforcement Bible; by Robert A. Scanlon, 1978), South Hackensack, New Jersey: Stoeger Publishing Company, 1978. p. 5.

Presented are details to aid in the detection and identification of both recently stolen and physically altered stolen vehicles. For example, Mr. McDonald points out such characteristics as stolen license plates and motor running without keys in ignition as very good signs that vehicle has been stolen.

6. Rizkallis, S. "Evaluative Research and the Police" (From International Seminar on Police Research - Final Report, October 1976, by Lode Van Outrive and Samir Rizkallis) 1976. p. 64. Available from University of Maryland, Institute of Criminal Justice and Criminology, College Park, Maryland.

An evaluation model to determine the cost-benefit of police operations is developed from a study of auto thefts in Montreal Canada. The model, however, is believed to be adaptable to other crimes. It is additionally believed that the use of the model leads to the presentation of alternative, less costly strategies or solutions that can provide equivalent results.

7. Stack, M. "Vehicle in Crime - Laboratory Investigation" (from "Investigation of Arson, Crime Scenes and Vehicular Problems", 1976, by William G. Eckert), 1976. p. 4. Available from Milton Helpert International Center for Forensic Sciences, Wichita State University, Wichita, Kansas.

The role of the police laboratory in the area of crime and the vehicle is examined. Pointed out are the various methods investigators utilize in determining whether a car has been stolen or used in a crime.

8. "Traffic in Stolen or Misappropriated Vehicles - Suggestions Made During The Meeting Held from 16th to 18th December, 1974", 1975. Taken from transcript of Interpol Meeting, published by International Criminal Police Organization, Saint Cloud, France.

Suggestions for controlling stolen vehicle traffic are made. Recommended are increasing information exchange on suspects and vehicles, and photocopying documents submitted when renting cars and forwarding to police if vehicles are not returned.

Films or Film Strips

1. "Abandoned Stolen", 1978. Produced by Professional Arts, Inc., Universal City, California for the California Highway Patrol, Sacramento, California. Available from Charles S. MacCrone Productions, Aptos, California.

The film is 10 minutes, 16 mm and in color. It is designed for use in police officer training, and teaches officers how to determine if abandoned cars are stolen. The film points out the many details an officer should look for when he suspects that a car has been stolen and abandoned.

Rental available.

2. "Auto Theft", 1975. Produced by M. Woroner, Woroner Films, North Miami, Florida. Available from Motorola Teleprograms, Inc., Schiller Park, Illinois.

The film is 25 minutes, 16 mm and in color. It is intended to be used as a training aid for police officers in detecting and investigating stolen automobiles. This film educates police officers about the various methods used by thieves to conceal the fact that an automobile is stolen.

Rental available.

3. "Law and the Youthful Offender", 1977. Produced by Pix Products, Santa Anna, California. Available from Ban Films, Pasadena, California.

The film strip is 15 minutes and is in color. In this film strip and audiocassette, a case study is provided of the post arrest procedures commonly applied to juveniles with a history of delinquency who are arrested for an adult crime. Designed for viewing by teenagers, the film strip shows what happens to a troublesome juvenile from arrest for auto theft to the final disposition of his case.

Purchase possible.

4. "Rolling Stolen", 1978. Produced by Professional Arts, Inc., Universal City, California for the California Highway Patrol, Sacramento, California. Available from Charles S. MacCrone Productions, Aptos, California.

The film is 10 minutes, 16 mm and in color. This film, designed for police officer training, instructs officers in how to identify stolen cars. The film depicts many of the tricks used by car thieves so that officers can be more observant on their patrols.

Rental available.

GLOSSARY OF SPECIAL TERMS USED IN MOTOR VEHICLE THEFT

1. Adult - individual over 21 years of age.
2. Chop Shop - term used to describe those experts who steal a motor vehicle and then cut it up for its major component parts - front end assemblies, rear clips, hood, deck lid, fenders, doors, engines, transmissions, etc. Activity may be normally engaged in by adults although actual thief may be a juvenile who turns the vehicle over to his older compatriots.
3. Derivative VIN - portion of vehicle identification number (VIN) which will also give unique identification, and consist of those VIN characters representing the make, model, year, assembly plant, and sequential portion.
4. Dyer Act Policy - prosecution policy of the United States Department of Justice for interstate transportation of stolen motor vehicles.
5. Joy-Riding - term used to describe the stealing of a vehicle for recreational purposes, usually by a juvenile.
6. Juvenile - individual under 18 years of age.
7. Light-Stripping - refers to those partial and/or total thefts where the thief removes various parts from the vehicle.
8. Motor Vehicle - refers to all self-propelled vehicles such as passenger cars, trucks, buses, motorcycles, vans, pick-ups. Does not include trains or trailers.
9. Off-road Motor Vehicle - term applies to those Motor Vehicles which run on land, but not designed primarily to run on public roadways, for example, bulldozers, and tractors.
10. Partial Vehicle Theft - larceny committed by stealing the accessories and/or contents of a vehicle without moving it from its location.
11. Policyholder Theft Fraud - reporting of a non-existing theft in order to collect benefits.
12. Recovered Total Vehicle Theft - stolen car which is located and returned to owner. Vehicle may, however, be in various stages of damage.
13. Ring Activity - refers to organized crime activity in automobile theft.
14. Salvage Certificate - document normally issued by Department of Motor Vehicles (DMV) or similar agency to owner of a salvage vehicle after owner has surrendered original certificate of title to the DMV. Salvage certificate serves as indicia of ownership.
15. Salvage Switch - term used to describe the transferring of the VIN of a salvage vehicle to a stolen motor vehicle.

16. Salvage Vehicle - motor vehicle which is no longer road-worthy, but still has parts which are marketable.
17. Total Vehicle Theft - larceny involving the removal of the entire vehicle, including its contents.
18. Transportation Seekers - refers to those who steal cars primarily to use as one time transportation means, e.g., to drive from New Orleans to Houston.
19. Unrecovered Total Vehicle Theft - larceny of vehicle and its contents in which no part of the vehicle or any of the contents are ever found.
20. Vehicle Identification Number - referred to as the VIN, it is the number assigned to a motor vehicle which positively and uniquely identifies it.
21. Young Adult - individual between the ages of 18 and 21.

* This glossary was primarily developed by Stephen Weglian of the U.S. Justice Department's Criminal Division.

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