



# SVERIGES MOTORCYKLISTER



Sveriges MotorCyklister

[www.svmc.se](http://www.svmc.se)

# SMC Survey of Motorcyclists and their views on Advanced Training

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# SMC Advanced Course Content

Each step in the advanced courses is one full day with courses for all types of motorcycles and for sport bikes only.

The training steps are:

- 1st The Motorcycle (machine)
- 2nd Track selection (road / track)
- 3rd Man (man controlling / steering machine)
- 4th Individual coaching (personalized)

To these training stages we connect selected parts of theory such as risk awareness, self knowledge and attitudes, to get them integrated with skill training in a natural way.



During December 2009 and January 2010, a survey of motorcyclists in Sweden was carried out through the internet on the following sites:

- [www.svmc.se](http://www.svmc.se)
- [www.bmwklubben.se](http://www.bmwklubben.se)
- [www.sporthoj.com](http://www.sporthoj.com)

Completed responses to the survey were 1,733



# Profile of Respondents

- SMC members: 76.6% of all respondents

*(In 2009, there were 302,670 motorcycles registered in Sweden and of these, 21.6% were members of SMC).*

- Sex: 92.7% male and 7.3% female

*(in 2009 in Sweden, 10.7% of motorcycles were owned by women).  
(1719 answered this question)*

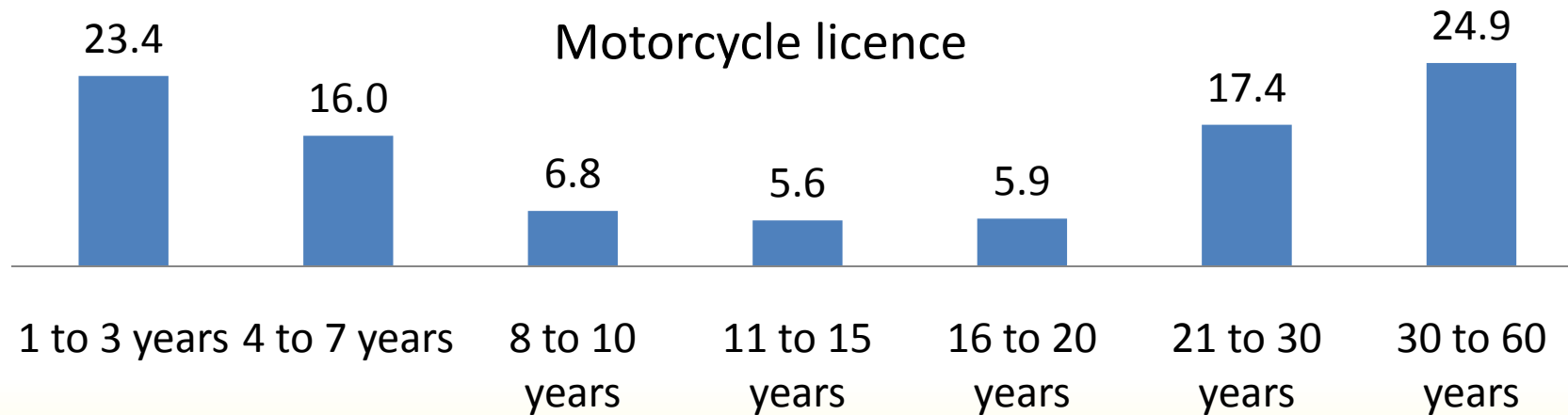
- Age: Average age - 41 years

*(1669 answered this question)*

*(The average age of SMC members (2009) was 48.7 years. The average age of Swedish motorcyclists in 2008 was 50 years).*



# Profile of Respondent (cont.)

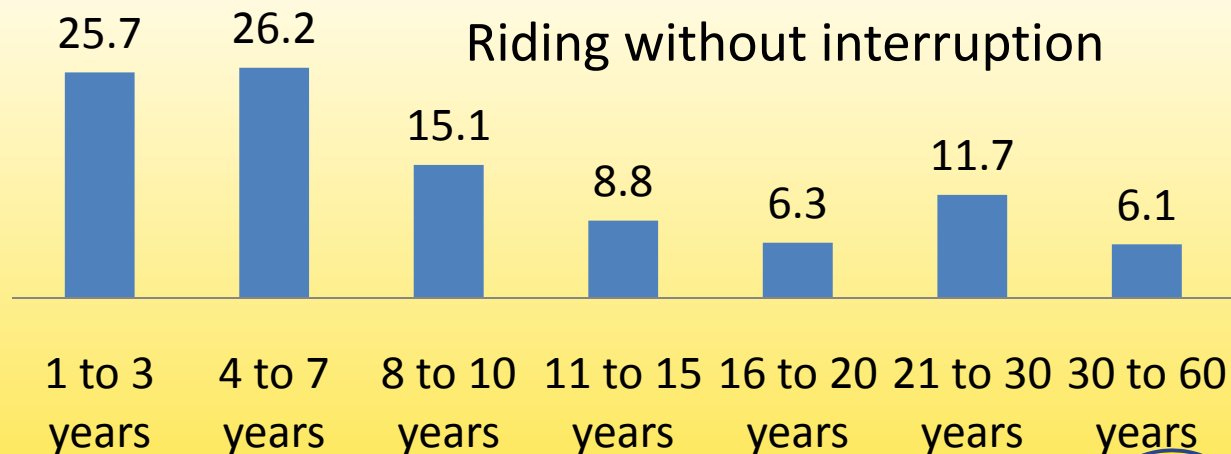


The average length of time for holding a motorcycle licence was 17.9 years.

(1704 answered)

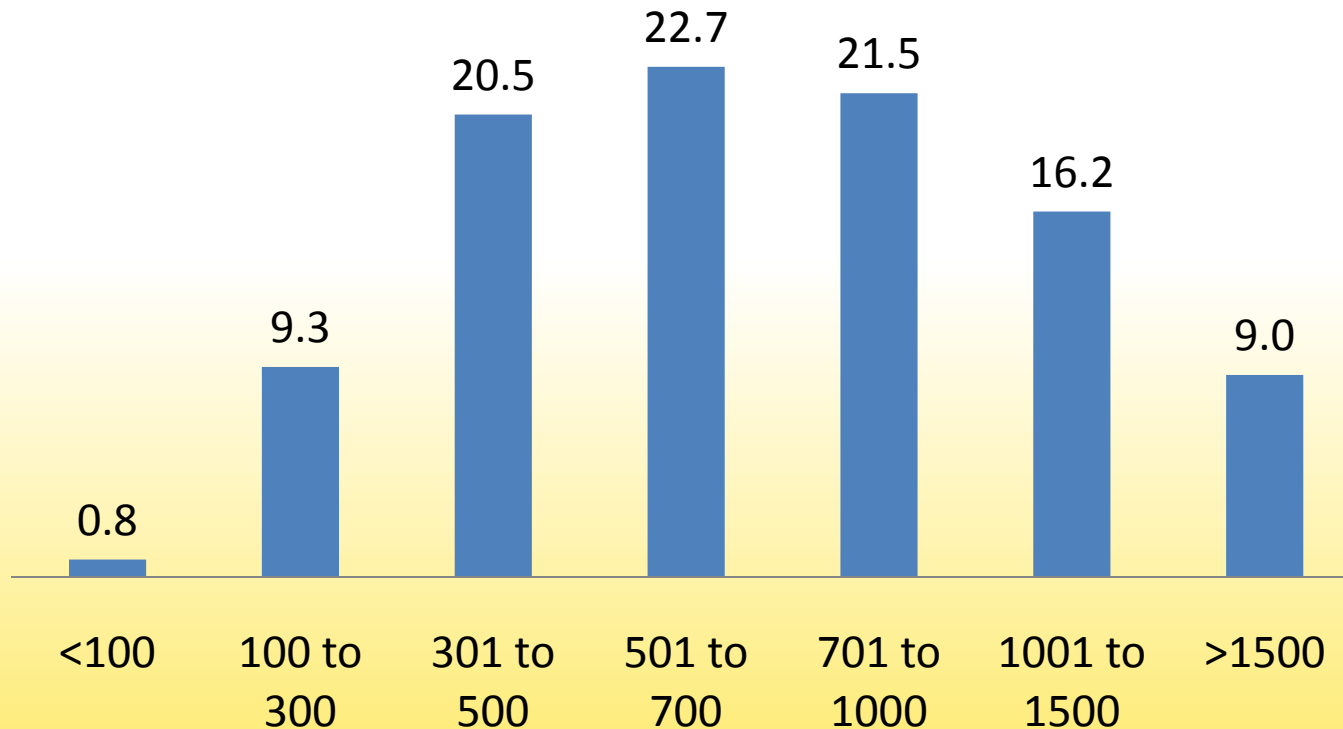
The average length of time for riding without interruption was 10.8 years.

(1670 answered)



# Profile of Respondent (cont.)

## Miles (Swedish) ridden per year



64.7%(n.1,096)  
ride between  
301 and 1,000  
miles per year.  
1694 answered  
this question.

*According to Forden (2009) SIKKA (Statens Institut för Kommunikations Analys), the average kilometres ridden by motorcyclists in Sweden in 2009 was 2,480 kilometres (248 miles).*



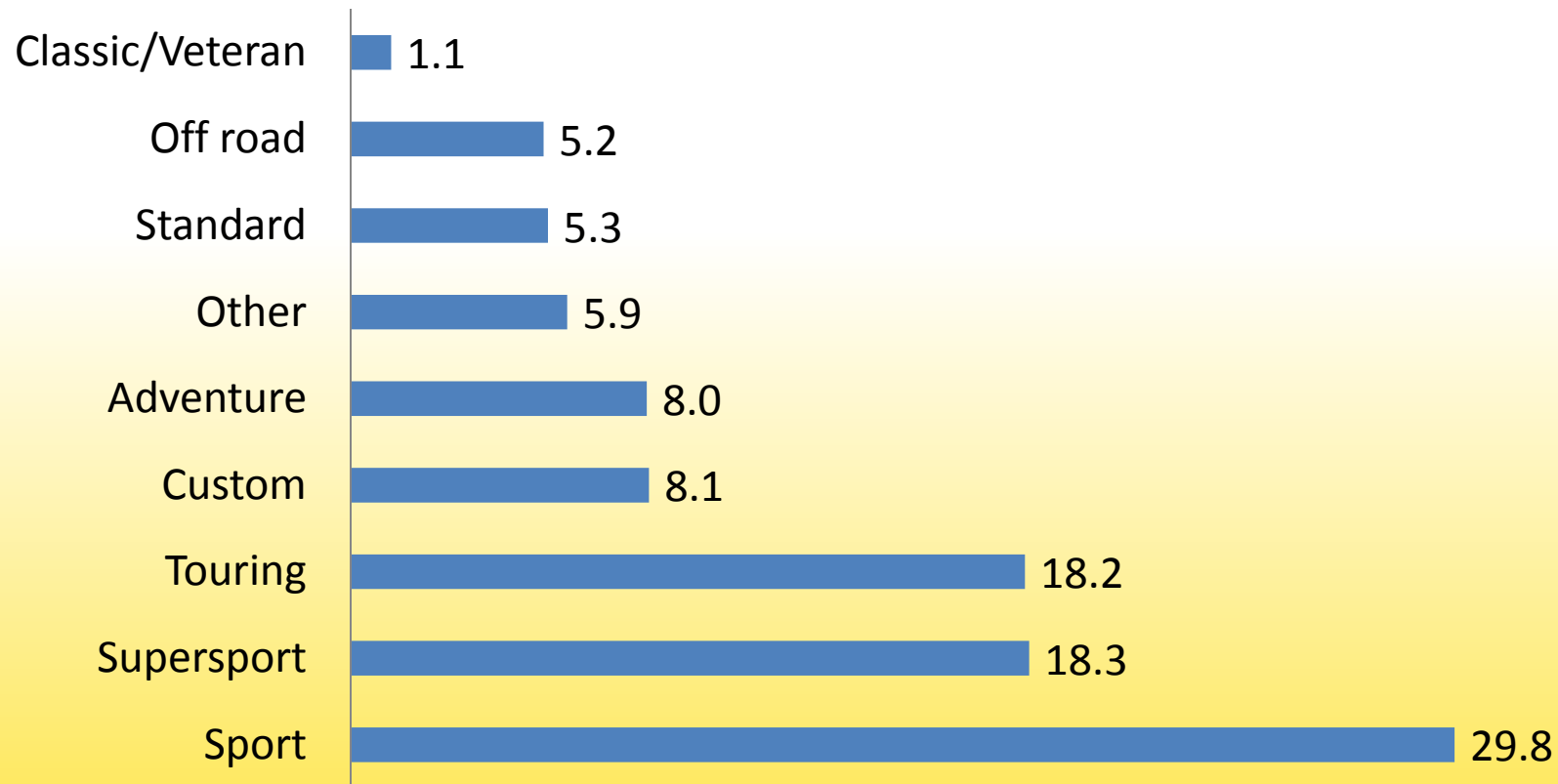
# Profile of Respondent (cont.)

- 99.7% owned one motorcycle (1<sup>st</sup> motorcycle)  
(1728 answered this question)
- 48.2% owned either a sports or supersport motorcycle,  
18.2% owned a touring motorcycle.  
(1723 answered this question)
- 49.2% (n.828) bought their bike between 2008/2010.  
(1,683 answered this question)
- 98.1% had motorcycles with engine sizes over 400cc  
41.9% had engine sizes between 701cc and 1000cc  
(1712 answered this question)



# Profile of Respondent (cont.)

## Style of 1<sup>st</sup> Motorcycle



# Use of ABS Brakes

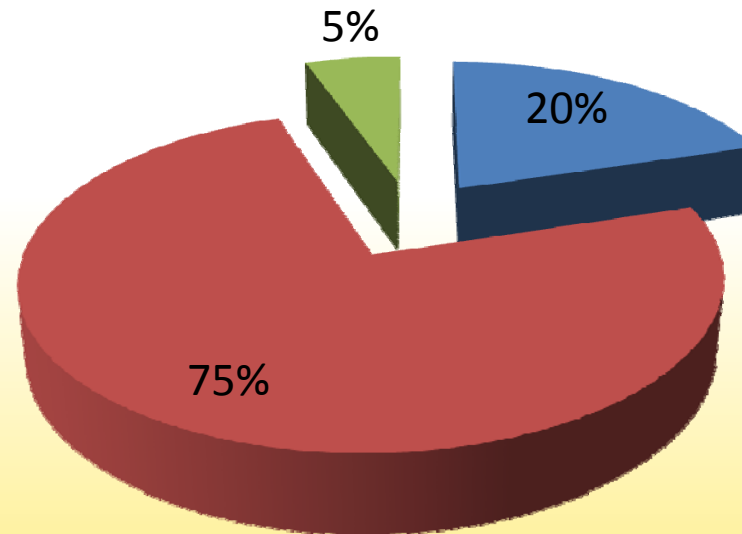
- 25.4% (n.435) of the respondents had ABS brakes
- 94.5% (n.413) replied they had used their ABS brakes
  - 77% (n.318) replied that they used the brakes deliberately;
  - 23% (n.95) replied that they used their ABS in a panic or risk situation.
- 45% of those who attended an SMC Advanced Course, had tested their ABS brakes compared to 22% who attended an Advanced Course not organised by SMC.



# Protective Equipment

Type of Helmet

■ Flip front ■ Full face ■ Open face



## **Type:**

75% (n.1,284) wore a full face helmet;  
20% (n.348) wore a flip front helmet;  
5% (n.92) wore an open face helmet.

## **Colour:**

41% (n.708) wore a dark coloured helmet  
24% (n.413) wore a multi-coloured helmet  
18.5% (n.317) wore a black and white or grey design helmet  
16.5% (n.283) wore a light coloured helmet.



# Protective Equipment (cont.)

- Back protector
  - 84.3% (n.1,449) always wore one.
  - 9.5% (n.164) sometimes wore one.
  - 6.1% (n.105) never wore a back protector.
- Other protection worn: knee/elbow/chest
  - 82.9% (n.1,394) replied they always wore other types of protection.
  - 7.6% (n.127) replied they never wore other types of protection.
  - 9.5% (n.160) sometimes wore other types of protection.

*72.1% never wore High Visibility vests or reflective strips,  
19.6% replied they did sometimes, 8.3% replied they always did.*



# Accidents

38.3% (n.659) replied that they had been in an accident between 1960 to 2009 (50 years).

(1719 answered this question)

- 63.9% (n.406) were involved in a single vehicle accident.
- 36.1% (n.229) were involved in a collision with another vehicle (635 answered this question)
  
- 81.2% (n.324) had slight injuries
- 18.8% (n.75) had serious injuries (399 answered this question).



# Type of Road/Location of Accident

## Type of road:

- 47.4% (n.308) on a rural road
- 30% (n.195) on an urban road.
- 2.5% (n.16) on a highway.

(650 answered this question)

## Location of accident:

- 37.7% (n.243) at a curve.
- 25.8% (n.166) at an intersection
- 23.1% (n.149) on a straight road.

(644 answered this question)

*(This compares to Swedish Govt. data from an in-depth study of fatal accidents during 2005-2008. In this study, crashes occurred at: Roundabouts 0%; Intersections 27 %; Straight roads 28 %; at a curve 44 % and others 1%).*



# Reason for Riding a Motorcycle



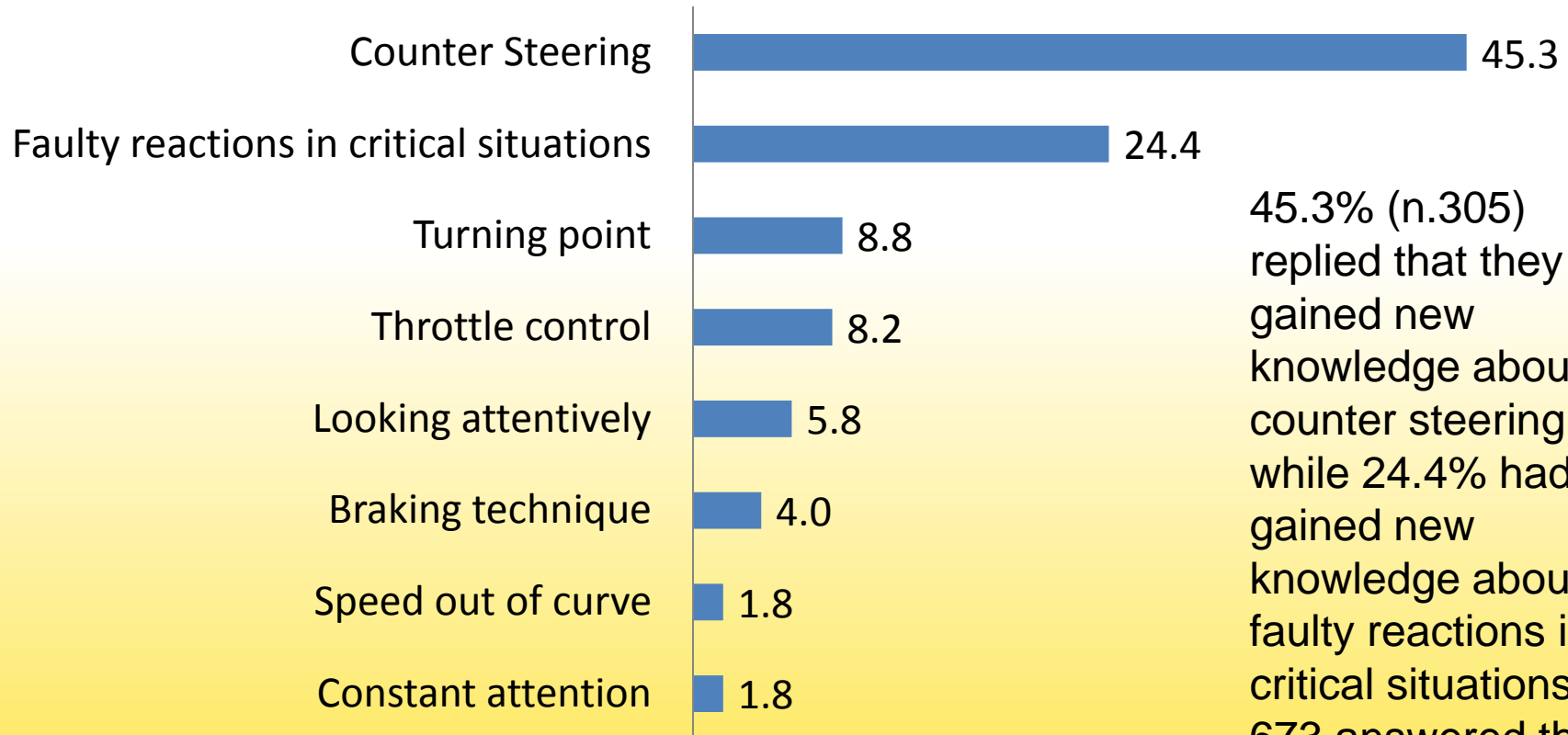
48% (n.824) replied that the reason they rode a motorcycle was because it is fun. The second reason given was because it gave them a sense of freedom, 29.7% (n.510).

(1732 answered this question)



# Techniques learnt from Full Control

## New Knowledge gained

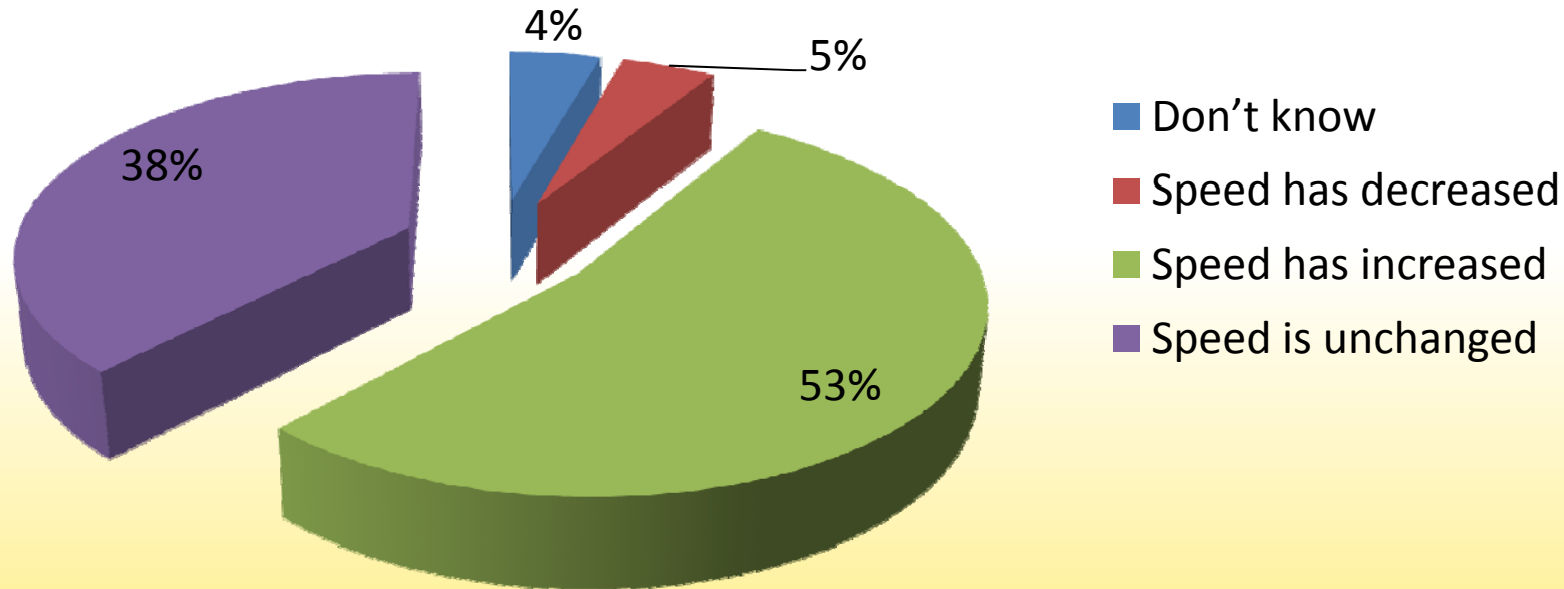


45.3% (n.305) replied that they had gained new knowledge about counter steering, while 24.4% had gained new knowledge about faulty reactions in critical situations. 673 answered this question.



# Attitude and Risk

Do you believe your choice of speed has changed in a curve after the course ?



53% (n.463) replied that it had increased, while 38% (n.330) replied that there had been no change (870 answered this question). However, the response to this question is ambiguous as it may indicate that the riders thought that their speed on tracks increased or that they were able to progress better on the road.



# Attitude and Risk (cont.)

- 61.7% (n.1,051) sometimes take risks
- 32.4% (n.551) rode carefully and do not take risks
- 2.3% (n.39) frequently take risks
- 3.6% (n.62) were aggressive riders who accepted risks

(1703 answered this question)



# Attitude and Risk (cont.)

**Do you believe that the sign-posted speed on the roads that you ride, are relevant?**

**Number      %**

No, too high	14	1.0
No, too low	834	60.3
Yes	535	38.7
Total	1383	100



# Attitude and Risk (cont.)

Do you ride in a group?	Number	%
Always	18	1.1
Frequently	318	18.6
Never	184	10.8
Sometimes	1190	69.6
Total	1710	100



# Attitude and Risk (cont.)

When asked **if** they were afraid of crashing

- 54.7% (n.931) were afraid sometimes.
  - 43.9% (n.747) were never afraid of crashing.
  - 1.4% (n.24) were frequently afraid of crashing.
- (1702 answered this question)

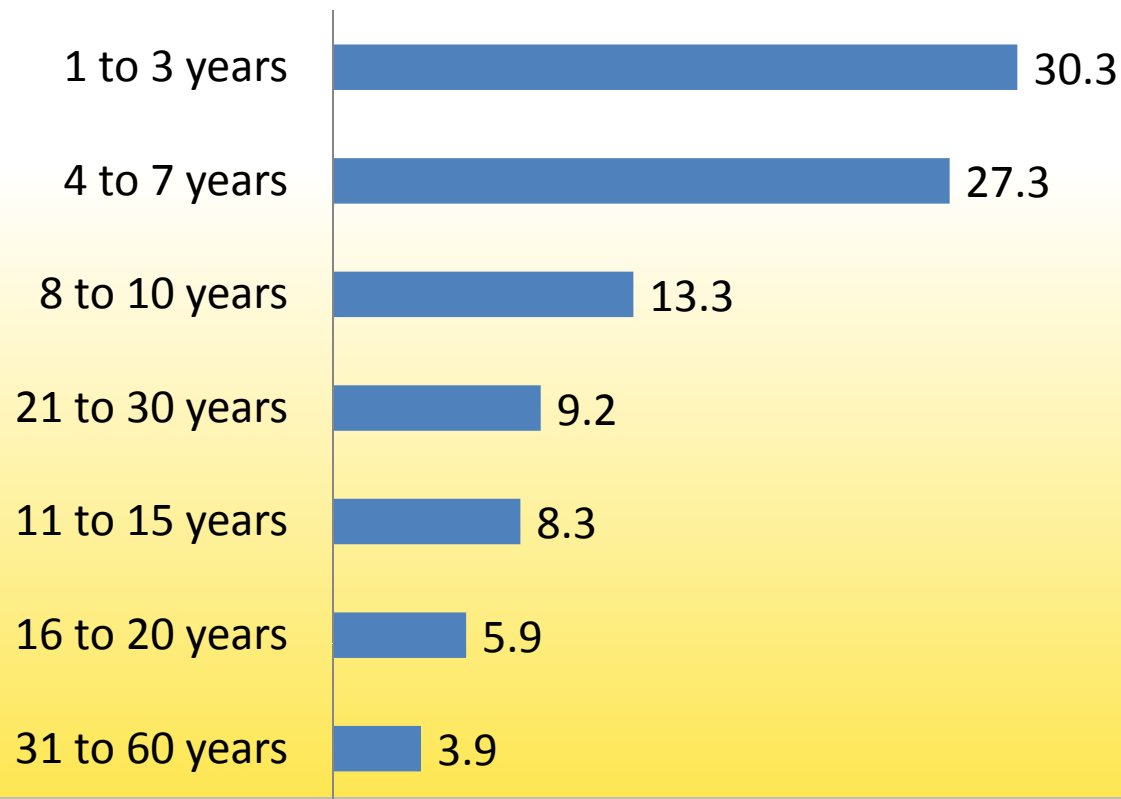
When asked **when** they were afraid of riding

- 72.3% (n.1,104) were afraid when there was mud, gravel and/or diesel on the road.
  - 17% were afraid when another vehicle entered their space.
- (1526 answered this question)

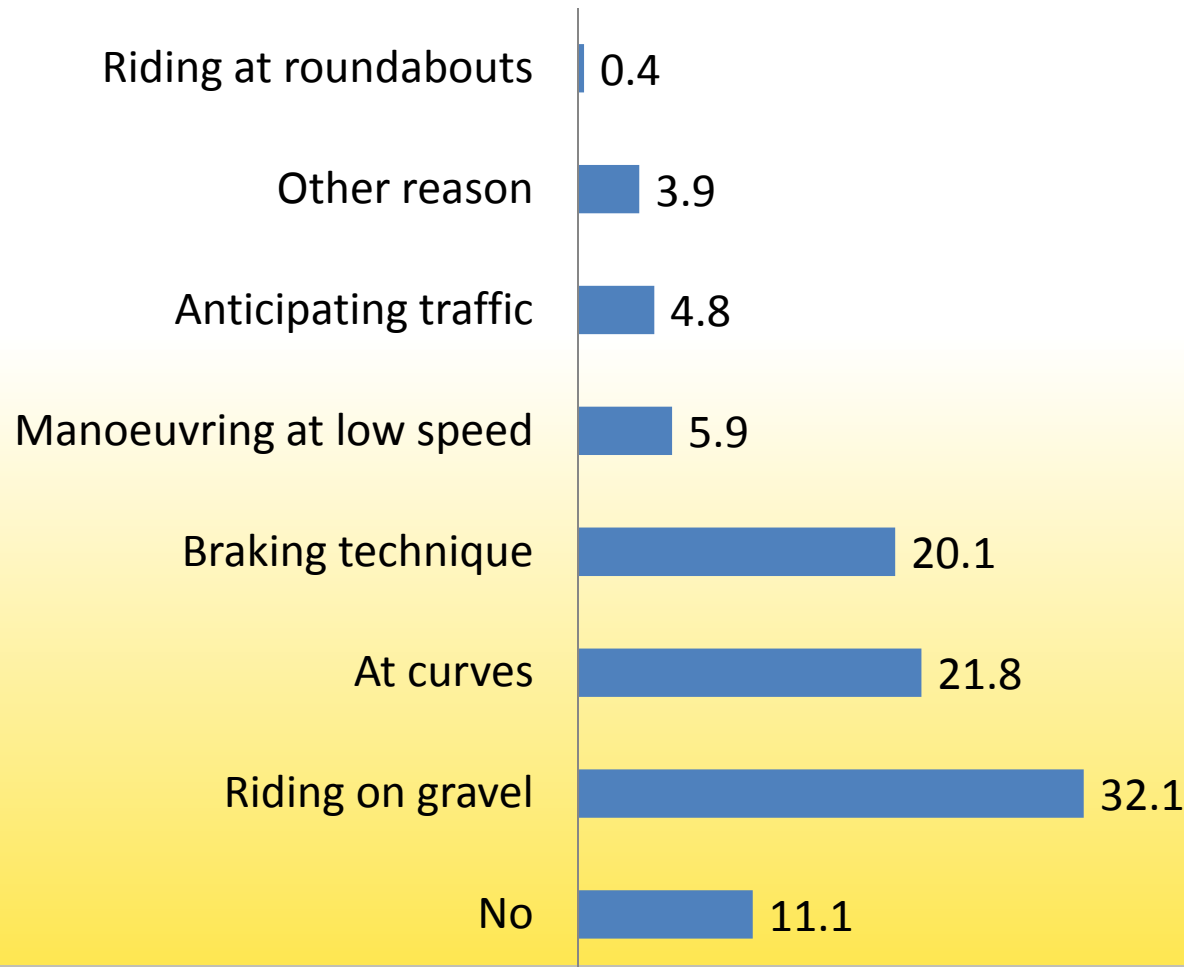


# Attitude and Risk (cont.)

Those that had ridden uninterrupted for less time, replied that they were more fearful in general:



# Improving Techniques



## ***Technique:***

32.1% (n.539) replied that riding on gravel was the most important technique that needed improving.

21.8% (n.366) indicated that riding at curves was the second most important with braking techniques third

20.1% (n.338).

(1681 answered this question)



# Advanced Training Course



## *Reason for not doing advanced training*

31% (n.248) stated lack of time.

The second reason given by 12.4% (n.99) was that the courses were not available in the area where they lived. The third reason given by 10.4% (n.83) was that they did not receive any information. (799 answered this question).

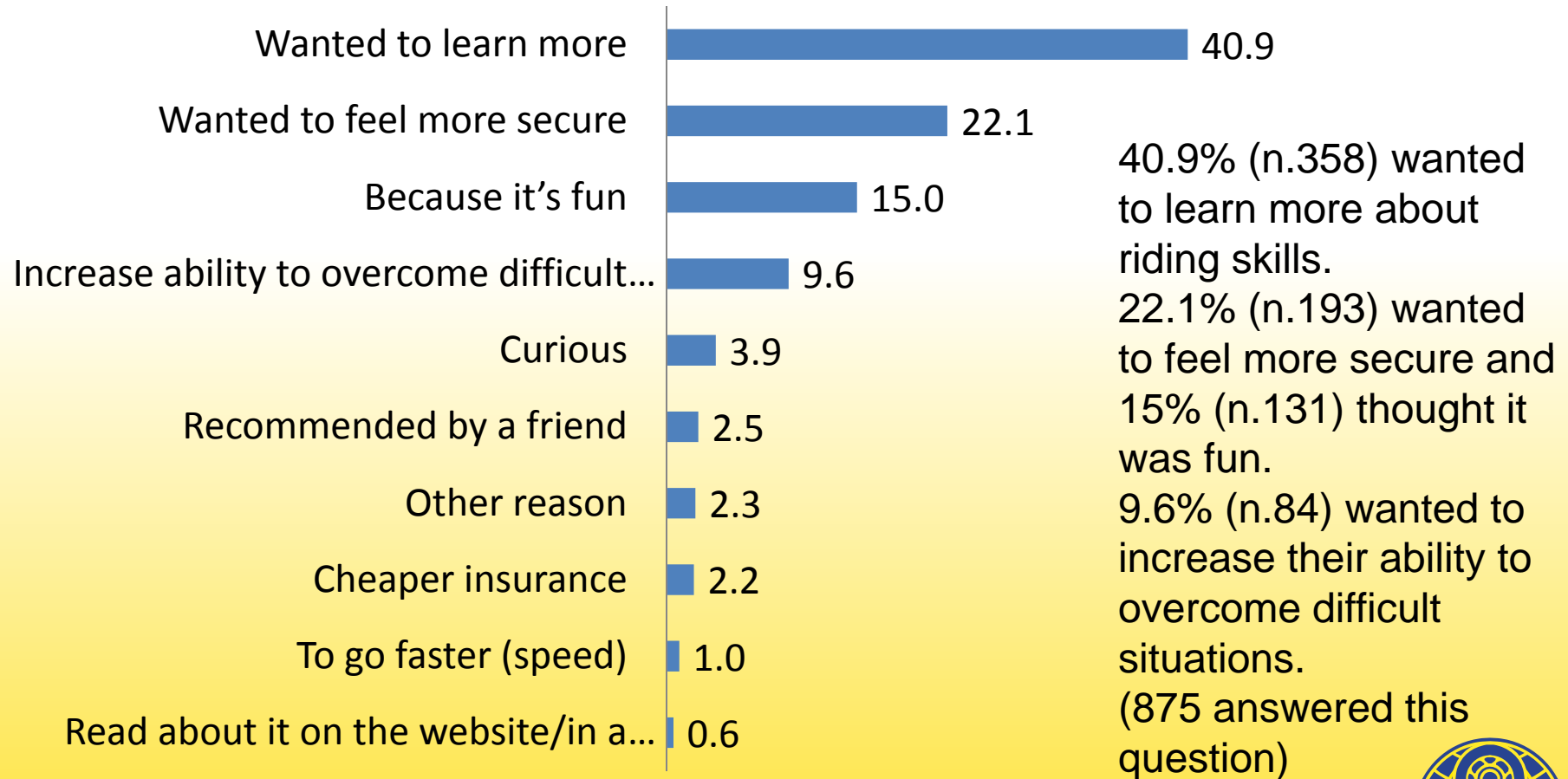


# Advanced Training Course

- 46.4% (n.789) did an SMC Advanced Training Course
- 22.8% (n.382) did a course not organised by SMC.  
(1699 answered this question)
  
- Type of course completed
  - 49.6% (n.242) : advanced go kart secondary training
  - 22.1% (n.108) : advanced secondary training
  - 18% (n.88) : a basic secondary course
  - 10.2% (n.50) : a gravel course  
(488 answered this question)

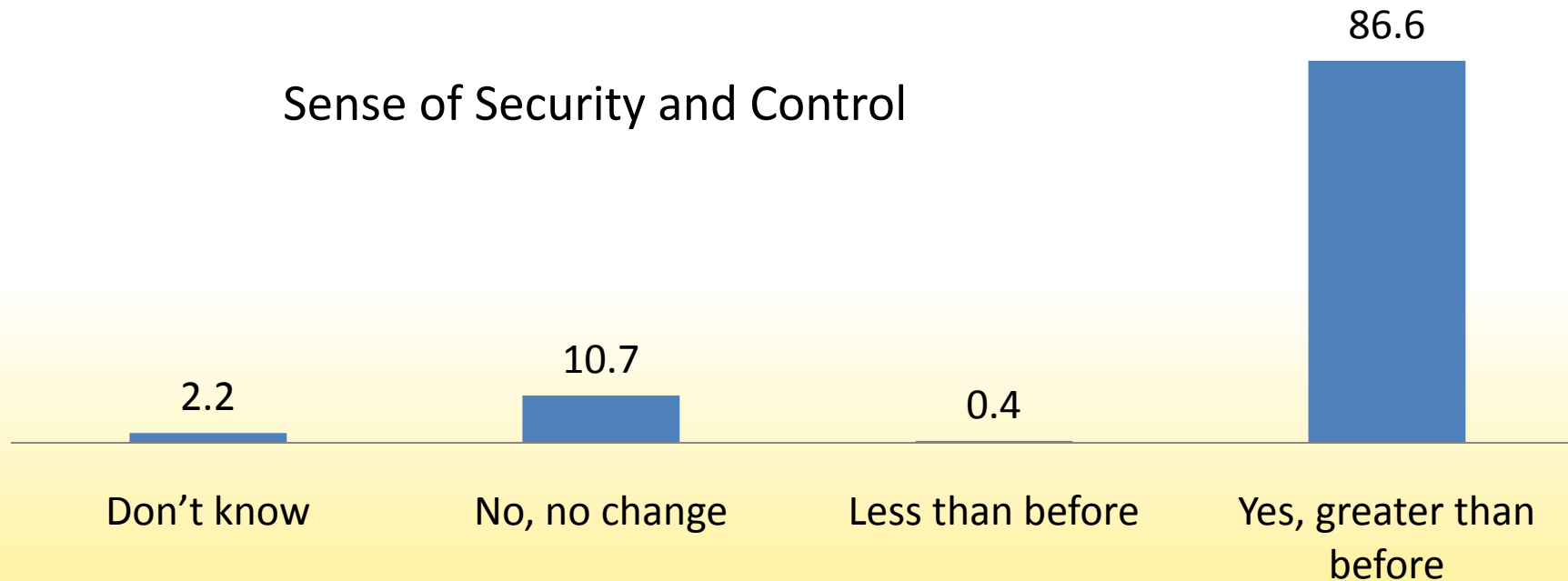


# Reason for doing Advanced Training



# Change in Attitude

## Sense of Security and Control

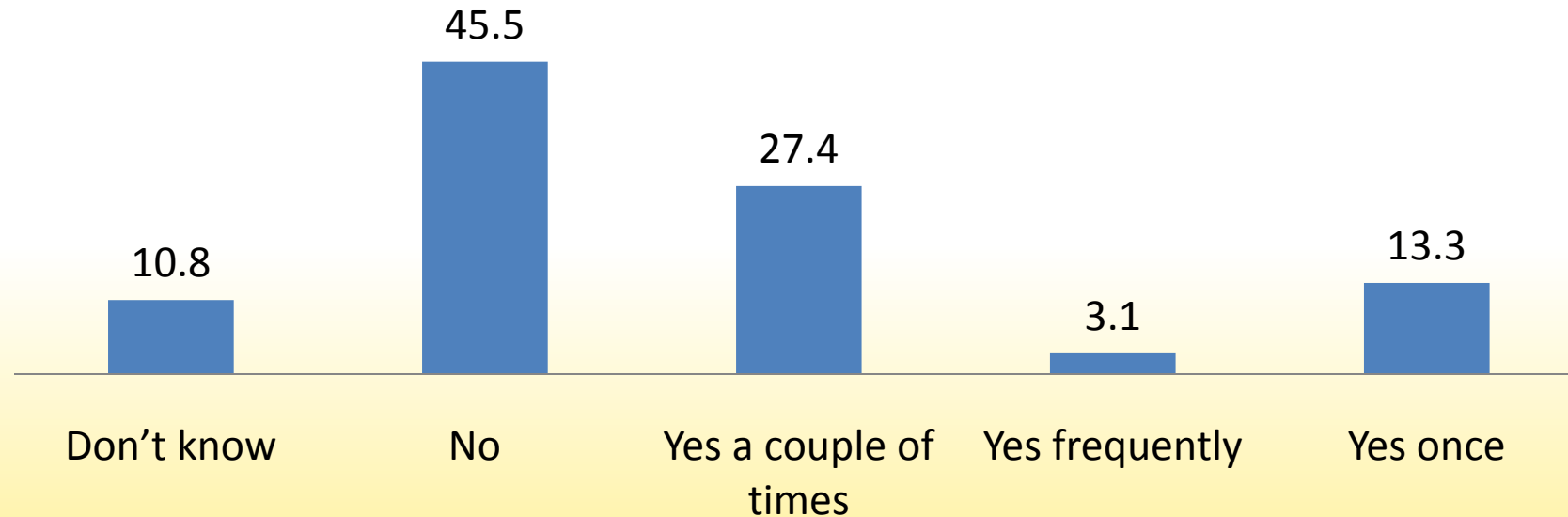


86.6% (n.782) felt that their sense of security and control of their motorcycle had changed after advanced training. (903 answered this question).



# Change in Attitude (cont.)

## Avoiding a critical situation due to advanced training



When asked if they had experienced a critical situation where advanced training had helped to avoid an accident or collision 45.5% (n.400) replied that they had not. 27.4% (n.241) replied that it had made a difference a couple of times and 13.3% (n.117) replied that it had made a difference once 880 answered this question.



# Change in Attitude (cont.)

**What has happened to your attitude to risk?**

**City traffic**

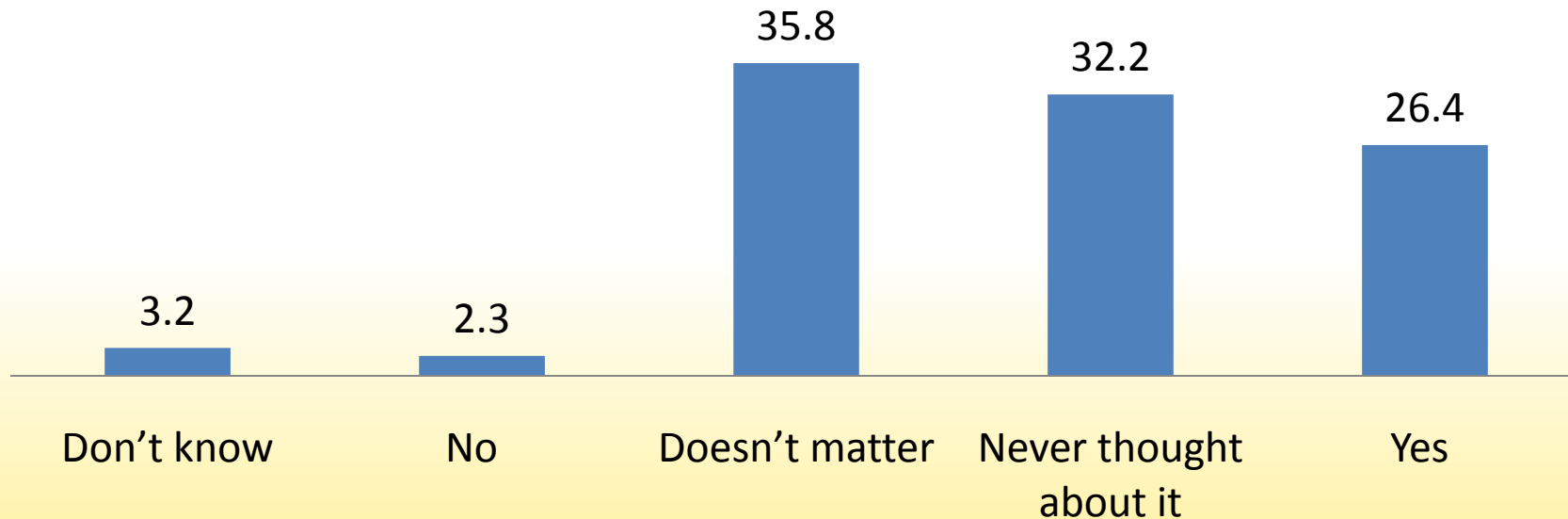
**Rural traffic**

		%		%
Don't know	45	5.1	34	3.7
No change	417	47.0	466	51.4
Take less risks	424	47.7	397	43.8
Take more risks	2	0.2	10	1.1
Total	888	100	907	100



# Change in Attitude (cont.)

**Prefer riding with friends that have taken part in advanced training**

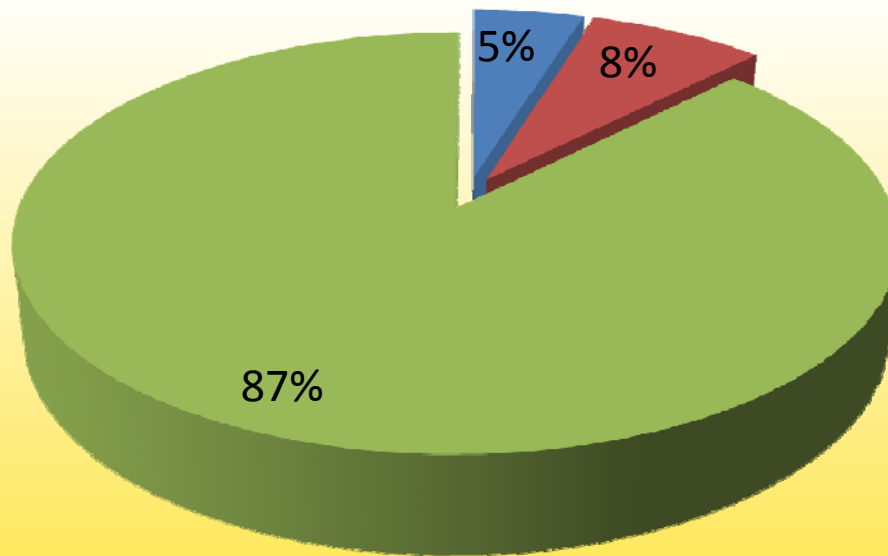


When asked whether the respondents preferred riding with friends that had participated in advanced training, 68% (n.739) replied that they either never thought about it or that it did not matter, while 26.4% (n.287) preferred riding with friends that had taken part in advanced training courses. (1086 answered this question)



# Refresher Training Courses

- Don't know
- Stays in your mind, no need to renew
- Yes, should be renewed



87% (n.899) felt they should repeat their training.

8% (n.79) did not think that it was needed.

(1027 answered this question).

When asked how often training should be repeated,

61.5% (n.605) replied annually.

15.7% (n.154) believed that they should repeat training

more than once a year.

(983 answered this question).



Thank you!

Danke!

Grazie!

Merci!

Tack!

