A Study on Wearing Conditions and Dissatisfaction with Current Motorcycle Wear in Korea
-Focus on Men’s Motorcycle Jacket-

국내 모터사이클복의 착용실태 및 불만족도에 관한 연구
-남성용 모터사이클 자켓을 중심으로-

Dept. of Clothing and Textiles, Graduate School, Ewha Womans University
Hei-Sun Choi · Wol-Hee Do

Abstract

본 연구에서는 현재 국내의 사물시내에 거주하는 모터사이클을 타는 만 20세 이상의 남성을 대상으로 모터사이클복에 대한 착용실태와 불만사항들을 조사하고 이를 연령별, 모터사이클 유형별로 비교 분석하여 착용양 및 안전성에 중점을 모터사이클 개발을 위한 기초자료를 제시하고자 하였다. 설문조사의 기간은 2002년 1월 ~ 3월까지 총 3개월간 총 400부를 배포한 후 회수하고, 이 중 262부를 분석자료로 사용하여 변동 및 산분율, 평균 등의 기술 통계치를 얻어 전반적인 착용현황을 알아보고, 교차분석을 실시한 후 $x^2$-검증을 실시하여 연령별, 모터사이클 유형별, 운행경험별로 통계적 차이를 비교 분석하였다.

1. 모터사이클복의 착용실태 및 불만사항 전반에 관한 조사결과, 조사대상자는 20대 ~ 40대의 운행경험이 5년 이상인 전문 라이더들이 많았으며 모터사이클의 배기량은 400cc이상이 가장 높게 나타났고, 모터사이클 유형은 로드바이크가 가장 높게 나타났고, 이용목적은 레져, 휴가, 소행하는 모터사이클복 아이템별 소재는 윈드스와 슬랙스의 경우에는 피복소재가 자켓의 경우에는 테스타일 소재가 높게 나타났다. 아이템별 소유는 자켓과 투피스가 높게 나타났고, 보호구가 필요하다고 생각되는 신체부위는 앞서에서는 가슴과 팔꿈치, 허리에서는 무릎으로 나타났으며, 무릎보호대의 소유도가 가장 높게 나타났다. 모터사이클복 소재는 대부분의 브릭스 소장지는 모터사이클복 착용하지 않는 이유는 '옷이가가 불편해서' '가격이 비싸서' '여름철에 더워서'가 각각 높게 나타났다. 모터사이클복에 대한 불만도에서 동작적합성과 사이즈에 대한 불만도가 높게 나타났고, 모터사이클복 소재 및 내부 장착 보호장구의 경량화가 요구되었으며, 모터사이클 자켓의 차수부적합부위는 소매길이가 가장 높게 나타났다.

2. 전체 응답자의 연령을 30대, 40대 이상으로 나누어 연령별 차이를 비교한 결과 각각의 문항에 대해서 모두 연령대별로 유의차가 인정되었다.

3. 모터사이클복 아이템별 선호도 문항에서 브릭스와 자켓에서 모터사이클 기종별 유의차가 나타났는데, 비즈니스 기종에서는 테스타일 소재를, 아메리칸크루저 기종에서는 피복소재를 선호하였다. 로드바이크와 오프로드 기종에서는 브릭스는 피복소재를 선호하였고, 자켓은 테스타일 소재를 선호하는 것으로 나타났다.

Key words: Motorcycle Wear, Men’s Motorcycle Jacket, Protector, 모터사이클복, 남성용 모터사이클자켓, 보호구

* This work was supported by a grant No. R01-2001-000-00226-0 from Korea Science & Engineering Foundation.
I. Introduction

The motorcycle, originally designed in the late 19th century in Germany as a basic two-wheel vehicle, has been transformed into a high power (over 1000cc) luxury item manufactured in top-of-the-line models by Harley Davidson of America, Triumph of England, BMW of Germany, and Motto Guzzi of Italy.

The Motorcycle is divided by 'On-road bike' and 'Off-road bike', but recently it is difficult to divide definitely because it is designed to complex concept so that cover several usages. The 'On-road bike' is made for riding on a paved road, the external characteristic is wide tire which has broad ground connection area with surface of land than 'Off-road bike'. American-cruise that is represented by Harley Davidson, Racer replica, Buisiness, Scooter etc. belong to 'On-road bike'. The 'Off-road' is the general term for the bike that make to be apt to run road surface except a paved road, loads narrow tire than on-road's that there are many projections, big stroke to absorb shock of road surface, wide handle, 'Motor-cross' belongs to this type.

Accordingly, its uses extend from a mode of regular transportation to a form of luxury leisure sport, and as the market has grown, the need for comfortable and functional motorcycle wear, has also grown. In particular, consumers in Germany and Italy recognize the necessity for motorcycle wear and safety equipment. With the popularity of motorcycle racing in Europe, worldwide motorcycle wear brand companies such as Dainese, IXS, Hein Gericke, POLO and so on are leading the market in producing high-quality motorcycle wear, motor-protectors, boots and other accessories. In Korea, in spite of the rise in concerns about safety in motorcycle wear - especially protectors and helmets - there has been a marked increase in express delivery service by motorcycles because of their mobility, promptness, economic advantage, and convenience, as well as an increased appeal as a leisure sport. According to recent national statistics, 1,817,288 motorcycles have been reported in use since January 2001, and among these, about 40,000 were estimated to be used for the transportation business such as express or quick delivery service. Until the mid-1990s motorcycle riders were generally teenagers with limited economic ability, and therefore the motorcycle wear market was also limited. However, during the past ten years, the market has changed to include twenty and thirty-year-olds who use the motorcycle for leisure and sport and regard helmets and specialized wear as important for their safety. Accordingly, it is expected that the scale of the market will continue to rise. In Korea there are no nationally developed brands right now and companies are small compared to those in Europe or Japan. Nevertheless, they have achieved a high quality of needlework and pattern of size fitness in OEM production and their export sales have been reported to have reached $100,000,000 per annum. Accordingly, it behooves the industry to expand this market. But until now, studies on motorcycle wear and protectors have been limited to helmets, and studies about actual motorcycle wear have been sparse.

This study aims to provide basic information on developing motorcycle wear which has advanced safety features and comfortable fit through research on wearing conditions and current dissatisfaction from national motorcycle riders.

II. Method and Procedure

1. Research subjects and study period

In order to compile information about wearing