



SOCIAL BEHAVIOR OF ADOLESCENCE MOTORCYCLE RIDERS

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Abstract

Adolescence is considered to be someone's unstable period. Changing in socio-cultural is seen as complex in today's adolescence period. The development of technology and information has shown its influence in social life, one of them is the phenomenon on the use of motorcycle. Nowadays, motorcycle riders are not only dominated by men yet women and adolescences are riding it also. The fact shows that adolescences especially those who are at junior high school level ride their motorcycle as means of transportation to school. This study is aimed at analysing the background behind the use of motorcycle, describing the readiness in driving motorcycle, and analysing social behaviour created. This study employed qualitative approach. Interview, observation, and document study were used as the data collection techniques. Interactive analysis was used as the data analysis technique. The result showed that it was due to some pragmatic reasons such as the far distance between home and school, parents' bustle, unavailability of public transportation, and influence from friends which became the main background of high school students riding motorcycle to school. The readiness of students to drive was low since they did not have driving licence, did not use helmet, and that the proportion of their body and motorcycle was disproportional. Social behaviours which were positively created were trying to be independent, making it easy to cooperatively learn with friends, and accompanying brother(s) to school. Social behaviours which were negatively created were skipping over school, smoking, playing, reckless driving, and making it as lifestyle.

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INTRODUCTION

Adolescence, means growing, is a transitional period between childhood and adulthood. People in adolescence period are usually unstable which means that they may show good behaviour obeying the values and norms in a society yet they also may show behaviour in which they do not obey the values and norms in a society. Al-Mighwar (2011) stated that there are some specific characteristics in adolescence period, such as having unstable emotion, showing more attitudes and moral values, his mental ability and intelligence are started to developed, a bias in status, having more problems, and is a critical period.

Changing in socio-cultural is seen as complex in today's adolescence period. Soemardjan (as cited in Soekanto, 2006) said that social changing is a set of changes in social institutions which influences its social systems including values, attitudes, and behavioural pattern among groups of society. The development of technology, information, communication and social changing in society has shown its influence in social life, one of them is the phenomenon on the use of motorcycle.

Nowadays, motorcycle is not dominated by men and adult as the riders yet women and adolescence are driving it also. Utari (2016) in her study concluded that psychologically, adolescence who rides motorcycle has not had any knowledge on how to ride correctly and has not able to control his emotion well. Adolescence also has not had any driving licence from the police and mostly does reckless driving. That kind of behaviour is then belongs to what so called as 'aggressive driving' which is described as a type of behaviour in which the rider rides aggressively or intentionally creating a risk of accident that is motivated by impatience, anger, hostility, and an effort to cut the time. Rahman (2015) in his study about burden of injury due to motorcycle accident in Malaysia, concluded that traffic accident in Malaysia becomes one cause of death; meanwhile injury due to traffic accident becomes one among 10 causes of someone being hospitalised and around 19 people are dead every day due to traffic accident. Most of the fatalities in traffic accidents are motorcycle riders and belong to the category of young adolescence that do not have driving licence.

Readiness in riding motorcycle is necessary; including mental of the rider, safety equipment, readiness of the vehicle, and the situation of the road. Goiewicz (2015) stated

that men factor contributes around 90-95% on traffic accident, road and environment factor are around 28-35% and vehicle factor is around 8-10%. Lack of control on the implementation of traffic regulation also becomes a factor of traffic accident such as driving beyond the required speed, driving under the influence of alcohol, and lack of respect for the rights of other road users.

Based on the facts which were found, there were lots of adolescence motorcycle riders especially those who were at the junior high school level riding their motorcycle to school in Kecamatan Pegandon, Kecamatan Gemuh, Kecamatan Ngampel and Kecamatan Ringinarum. That fact led to a study to analyse the background behind the use of motorcycle by those students, describe the readiness of those students to drive and analyse the social behaviour which is created.

METHOD

This study employed case study as part of qualitative approach. The sample was junior high school students in *Kecamatan Gemuh, Pegandon, Ringinarum, and Ngampel Kabupaten Kendal*. The study was done in SMP N 1 Gemuh, SMP 2 Gemuh, SMP PGRI 7 Gemuh, SMP N 1 Pegandon, SMP N 3 Pegandong, and SMP NU 4 Abinowo Pegandon. Those were chosen since the level of motorcycle usage both by men and women in those area was high. The focuses of the study were (1) background behind the use of motorcycle by students; (2) the readiness in driving motorcycle; and (3) students' social behaviour. Observation, document study, and interview were used as the data collection technique. The main informants in the study were students who rode motorcycle to school, society surrounding the school, and police officers. Triangulation was used as the data validity technique; source triangulation from the point of view of the students, schools, and society; data collection technique triangulation by having interview, document study, and observation; and time triangulation which were at the school hour, before and after school hour, and on holiday. Interactive model of analysis by Miles and Huberman was used as the data analysis technique through data collection, data reduction, data presentation, and conclusion. Conformity theory by Salomon Aceh was used as the theory in analysing the phenomenon. This theory stated that behavioural change or people's trust emerge as a result of oppression from their group.

RESULT AND DISCUSSION

Background behind the Use of Motorcycle

Nowadays, the amount of people riding personal transportation in their social activity increases compared to those who ride public transportation. Tamin (as cited in Ferdiansyah, 2009) stated some factors which lead to the use of personal transportation; those are an increase in economy activity yet is under-served by adequate public transportation; an increase in public purchasing power; some activities which cannot be served by public transportation; a new access of road, lack of trust in security; and a need of punctuality.

Motorcycle is one of personal transportations which is mostly used in society. Yuliana (2013) said that business competition happens in all industry; goods and services, in which motorcycle industry is one of those. Motorcycle industry is demanded to adapt its product based on consumers' need and want. Motorcycle has become a need in society as an alternative to support their activity. Motorcycle becomes popular as means of transportation since it is economical in the use of its fuel; the price of it is more economical compared to the price of cars; it easier to be fixed; it can be used

in any areas; it is efficient in time; and that it is more adaptable to life demand.

Kurniawan (2009) said that there are some reasons on why people choose motorcycle than other means of transportations; the good model or design, affordable payment and instalment, comfortable to ride, easy-to-find workshops and spare parts, economical in fuel, cheap maintenance costs, latest model, warranty machine, high selling price, attractive ads and promotional programs, reliable engine, community existence, high numbers of dealers and showrooms available, engine's capacity, easy-to-modified, affordable spare part costs, well-known brand, appropriate purchase price and technology. Another supported factor is that it is easy to purchase motorcycle since it has low down payment and low credit interest. In Indonesia, the amount of motorcycle ownership and usage increases each year.

According to *Badan Pengelolaan Pendapatan Daerah*, the amount of motorcycle riders in *Kabupaten Kendal* is as follows:

Tabel 1. Jumlah Sepeda Motor menurut Kecamatan di Kabupaten Kendal

Kecamatan	Jumlah sepeda motor
Gemuh	15.321
Ngampel	8.780
Pegandon	13.220
Ringinarum	7.968
Patebon	19.454
Kangkung	12.654
Kota kendal	105.620
Cepiring	16.899
Rowosari	10.883
Weleri	17.083
Sukorejo	11.012
Patean	9.732
Pageruyung	6.154
Plantungan	4.448
Limbangan	6.506
Singorojo	10.445
Boja	16.790
Brangsong	14.535
Kaliwungu	30.813
Ringinarum	7.968

Sumber: Badan Pengelolaan Pendapatan Daerah (2013)

According to the study, the ownership and usage In 2015, the number of motorcycle which was administratively recorded by Central Java police was 13.076.199 units. There was no effect

between that high number of motorcycle and the number of poor population in central Java in which according to the data on poor population

in Indonesia, Central Java was the twelfth, Rusdarti (2013).

According to the study, the ownership and usage of motorcycle in society was considered as high since most people were migrant workers so that they could increase their level of economy. Those migrant workers bought motorcycle for their family. Motorcycle was not a kind of luxurious thing again and its existence at home led the members of the family to ride. Besides the existence of motorcycle at home, the use of motorcycle by high school students was also due to some factors; first were the far distance between home and school; and the geographical condition of their living (hills). The majority of students lived not far from the school but some others came from far areas such as *Desa Pekuncen, Wonosari, Pesawahan, Dawungsari, Sojomerto, Triharjo, Winong, Ngerjo, Kedungading, and Kedungasri*. The place where students were living in was at the hills and in the area of *Perhutani*. Most students used to have public transportation and bicycle, yet they said that they would feel exhausted hereafter. Due to that condition, those students would be really helpful by riding motorcycle to school.

Students' willingness to continue their study into a higher level was high. The far distance between their home to school was no more a barrier for them to continue their education. Education was seen as crucial since it is used as supplies for their future. Fajar (2014) stated that education is an inter-subjective experience in society, which means that it is the result of their personal experience and their interaction with others, so that the bad experiences which happened in the past would not happen in their child's life. The parents' low level of education is used to motivate the futures to get higher education to help them face the challenges ahead.

The second backgrounds were parents' bustle and unwillingness of them accompanying their children to school. The majority of parents worked as farmer, labourer, private worker, and migrant workers. For those parents who worked as migrant workers, the relationship between them and their children will be low, especially for mothers (*TKW*). Parenting was then left to relatives such as grandfather, grandmother, or siblings. Besides the low contact in communication between parents and child, those whose family worked as migrant workers, their lifestyle, were usually increased. Astuti (2009) stated that there will be a pride in a family if one of the members become migrant workers since their level of economy will rise. Atmaja (2014) said that those people who come

from migrant-worker-family tend to do an extravagant lifestyle than those who not. The money which is sent is usually used to build a house, to buy furniture, or other things such as motorcycle, electronics, and etc.

Those who worked as farmer, on the other hand, needed to spend their time from morning until afternoon to cultivate the crops, so that accompanying and picking up children at school was thought as cutting most of their time. This situation made them allow their children to ride motorcycle since they were also being helped.

The third background behind the use of motorcycle was that there was no or lack of public transportation to school. The location of SMP N 3 Pegandon, SMP NU 4 Abinowo Pegandon, SMP N 2 Gemuh, and SMP PGRI 7 Gemuh were not being passed by public transportation; on the other hand, the location of SMP N 1 Gemuh and SMP N 1 Pegandon were passed by public transportation yet it was only few of them passing and it was less attracted since it prioritised passenger from market. According to the study, public transportation was nowadays not being attracted since it was expensive; it did not directly go to the destination; it needed much time to wait for other passengers, and its' condition which was less comfortable.

Those three backgrounds were then supported by the fourth which was an influence from friends. The use of motorcycle by some students influenced other students who, at first, did not use it, to use it also. The ones who rode it first were mostly those who were at IX grade whose distance between home and school was far and was preparing for National Examination by having such additional time after school to study or those who were at VII and VIII grade who had extracurricular in the afternoon. Their parents were mostly allowed them to ride motorcycle since there was no public transportation. At that time, the number of students who rode motorcycle was still low.

As the time went by, that kind of habit was imitated by other students whose house was nont to far from school. The influence was done directly by asking others and indirectly by looking at others who used it to also use the motorcycle. The use of motorcycle from students' point of view was not considered as social disorder since it did not break the values and norms and was not a type of behaviour which disturbed the society. Puruhita (2016) said that the ones which can be said as social disorder are those such as criminals, juvenile

delinquency, prostitution, being drunk, gambling, taking drugs.

The pressure which exists within the social norm has great influence on the individual so as to drown the individual's personal values (Sarwono, 2015). Sherif (as cited in Sarwono, 2015) stated that social norm develops in an ambiguous situation. When an individual is on the ambiguous situation, in which there is no clarity on what he should do, that individual tends to look for clarity through his group by following what the group want. Conformity is a type of social influence in which someone will change his attitude and behaviour as the social norms asks (Kulsum, 2016). Men tend to follow rules which exist in its society. They will try to do what the social norms ask to do. That kind of action is a form of conformity.

Forms of conformity (Myers, 2012) could be a) fulfilment which means following what the group do when out yet does not follow the group when in, b) Obedience which means obeying the rules only to get appreciation and avoid punishment, and c) acceptance which means believing what the social pressure desires. According to the study, a form of conformity regarding the phenomenon happened due to social pressure which believed that riding motorcycle was such a proper thing and that it did not break the rules since it was done by most students so that it influenced others who directly saw it to also ride it.

The phenomenon on the use of motorcycle by junior high school students was in line with the theory of conformity. It was first done only by some students whose house was far from school so that the school gave its permission to ride motorcycle; however, that kind of action was imitated by others who were at the same group which then influenced all students at school. Adolescence who lie at the unstable period are having ambiguity of social norms. They do not clearly know the social norms which the society desires so that they tend to act as what their friends do. A reciprocal relationship with friends will create a consensus and be used as a common benchmark. That consensus will influence other individuals directly and indirectly. A strong influence of conformity could lead to new social behaviours and obscure one's personal behaviour.

Police as law enforcer had its own consideration in responding that social phenomenon. Such considerations were socio-economic life of the society which was rapidly growing, the absence of public transportation to school and students' desire to go to school which was far from their house in which those led the

Police into a dilemma and make them tolerize the students to ride motorcycle to school. Police had also done such efforts in order to prevent the disorder; socialization was held every school year begins. The topics of the socialization were juvenile delinquency, drugs, gambling, and traffic rules.

Readiness to Drive

A need of owning motorcycle has become basic need of the society, as Ryanthi (2016) said that there are some reasons of someone buying motorcycle; because of need (88,68%), prestige and hobby (3,77%), saving transportation cost (1,89%), being interested by advertisement and a desire to change the motorcycle they have with the new one (0,94%). A need of owning motorcycle is supported by the easiness of purchasing process by giving very low down payment and low interest. Students whose parents are migrant workers even have more capability to buy motorcycle.

Regulations on the use of motorcycle are stated in *UU No. 20 Year 2009* on traffic and transportations. The regulations stated are about a requirement of becoming a rider who at least should be 17 years old, helmet usage, rider's mental readiness, vehicle readiness, and sanctions of disobeying the regulations.

Junior high school students rode their motorcycle to schools since they were at 7th grade. In order to be able to ride motorcycle students had to pass several trainings, however in only a short time they had been able to ride it. Some students said that they had been trained to ride motorcycle since they were at their 7th grade of junior high school; some even had had training since they were at 6th grade and 5th grade of primary school. The ones who were responsible in training them to ride motorcycles were father, mother, brother, relatives, and friends.

Students who rode motorcycle had never done such maintenance like machine service and oil changing periodically since those were done by parents or brothers. The one who bought the fuel was parents especially when the motorcycle was at home or if it is bought by the student himself, the money was given by the parents.

The aspect on students' driving attribute was low. First was on the use of helmet that most students did not wear helmet while driving. Helmet is one of the main attributes in driving; it is a tool to protect the head since it is made of hard material to withstand collisions. Bianco (2005) stated that using helmet becomes a must

since it is a protector of the head whenever collision happens and that head is a vital part of human body. Suriyawongpaisa (2013) said that death due to motorcycle accidents happened because most riders do not wear helmet. Hoang (2008) stated that it will be fatal when the rider does not wear helmet especially when there is an accident. Students' awareness in wearing helmet was low. According to the study, students did not want to wear helmet because they felt uncomfortable wearing it and that their house was not too far from school.

Every people who rides motorcycle has to have driving licence (*SIM*) based on the type of vehicle that they ride. In order to get driving license, people should have driving skills. There are some types of driving license, in order to be able to ride motorcycle, a person should have driving license type C. Having driving license is a must for its rider. Riders should fulfil some requirements in order to get driving license; age, administrative, health, and examination. The minimum age of those who are required to get driving license is 17 years old. According to the study, all students who rode motorcycle did not have driving license although some of them had been 17 years old.

Another prove of the low aspect on fulfilling the driving attributes was that students did not have *Surat Tanda Nomor Kendaraan (STNK)*/ vehicle registration certificate. *STNK* is a proof of registration and identification of the vehicle which functions as vehicle attribute. *STNK* consists of vehicle's data such as ownership identity, registration number of the vehicle, and tax validity period. Whenever a rider wants to ride his motorcycle, he has to bring the *STNK* to show a legal proof of owning the motorcycle and prevent from criminality such as motorcycle theft.

According to the study, a type of motorcycle which was mostly found was matic. Physically, the motorcycles looked good and new. Some students used modified motorcycles. Modification means an action of changing, adding, or reducing main parts of motorcycle to make it far from the standard. The parts which had been modified were rear view mirror, velg, seat, and exhaust. The aim of doing modification were beautifying the appearance of the motorcycle, adding the performance, and creating a unique identity. It did not the students themselves who did the modification yet their brothers did which then the modified motorcycle was used by the younger brother who was a junior high school student.

According to the study, the level of traffic accidents by students was quite high. The

main causes were students' negligence factor for not turning on the turn light signal when turning the direction and riding the motorcycle fast in order to chase the time. Those increased the risk of being crashed with other road users. The time at which the accidents happened most is on Monday. The victims were mostly women. The locations where traffic accidents happened most were t-junctions in *Desa Gemuhblanten* and *Tugu Ayam Jago*.

Shaker (2014) stated that motorcycle accident becomes a problem in society so that some efforts in maintaining traffic safety, separating the road, controlling the speed and educating riders about traffic safety, need to be done. Abedi (2015) said that motorcycle accident is the eighth highest cause of death and the one which takes a person's life at the age of 15 until 29 years old. Pushing down the number of traffic accident by students is really obligatory. As nation assets, it is so regretful that they have such accident which further may disturb their social activity like being absent from school.

Riding style is the behaviour of motorcycle riders which is done while riding the motorcycle. The riding style should obey the rules because when it should not, traffic accident will happen. A good riding style should concern seven main aspects; eyes, shoulder, elbow, hand, hip, knee, and feet which should follow the standard of safety riding. Traffic accident will happen if the rider does not fulfil those standards.

According to the study about students' riding style, their riding style was considered as good and fulfilling the standard of safety riding, such as the aspects of eyes which have been focused on looking at the surrounding and the traffic situation; shoulders which have been comfortable enough; elbow which has been bent, hands which have been strong enough to pull the gas and prepared enough above the brake handle; hip which has been well-positioned; knees which have been out of the steering area; and feet which have been strong enough to stand at the motorcycle.

However, there were some other findings such as the disproportional posture of the rider compared to the motorcycle, which meant that the height of the rider was not balanced with the dimension of the motorcycle so that the riders looked so small and short while driving the motorcycle. Another aspect found was related to the riding style such as the low position of bag and the disproportional shape of bag compared to the height of the rider. That kind of riding style was thought to decrease the

level of comfort and concentration in riding and obstruct the hand movement.

It could be concluded that the aspects of safety riding as stated in *UU No. 22 Year 2009* about traffic and transportation had not been fulfilled by the students

Students' Social Behaviour

Hurlock (2003) concluded that social behaviour is a common behaviour which is showed by individual to others or society as a response of what he thinks is accepted or not accepted by his social group. Krech (1962) explained that the type of social behaviour is created due to some dispositions; (a) role disposition, (b) sociometric disposition, and (c) expression disposition. (a) Role disposition is disposition of behaviour which refers to task, duty, and position of an individual. That disposition covers brave attitude or coward attitude, power attitude or obedience attitude, initiative attitude or passive and independent attitude or dependent; (b) Sociometric disposition relates to such factors: likes, acceptance or refusal from others, and reliance to others. (c) Expression disposition is a disposition which relates to self-expression by showing special habits such as a want to show up, aggressive attitude or non-aggressive attitude, and competitive attitude and non-competitive attitude.

Social behaviour of students at junior high school level is created through positive form and negative form. The first positive form of social behaviour was training the individual independence. Whenever the parents gave permission for their children to ride motorcycle, it meant that they ask their children to be independent and responsible especially in riding it. The children themselves should be independent in doing their social activities. Parents would be proud of having such independent children in doing their everyday activities.

The second positive form of social behaviour was being able to go to friend's house to cooperatively learn. Cooperative learning/group work was done by students in order to do the tasks given by their teacher. The far distance between student's house and his other friends' house demanded him to ride motorcycle. They used to use public transportation; however it wasted their time much by waiting for the other passengers.

The third positive form of social behaviour was being able to accompany brother to school. Due to parents' bustle, they could not

accompany their children to school so that they asks their older brothers who were at junior high school level to accompany their younger brothers who were at primary school level to school.

The negative form of social behaviour was skipping school. Through motorcycle, students used it as a media to skip their school especially on Friday and Saturday when the school hour was short. Those students left their home and arrived at home at usual time; however they did not go to school at the time they left their home at morning. The locations that the students visited when they skip their school were Weleri Market, Kendal Stadion, Pegandon Station, Internet Centre, and some shops.

The second negative form of social behaviour was doing reckless riding. Students thought that they had been adult enough to ride motorcycle. The types of reckless riding they did were riding the motorcycle in a zig-zag way and fastening the speed.

The third was playing or hanging out before and after school. Students did not directly go to their house and chose to spent their time playing with their friends; so did in the morning, they did not directly go to school yet waiting for friends and together in a group they went to school.

The forth negative form of social behaviour was smoking while riding the motorcycle. According to the observation, there were some students who did smoking while riding and threw it whenever they arrived at school or home.

The fifth negative form of social behaviour was making it as lifestyle which then influencing other friends. Owning motorcycle was such a prestige and those who owned it had much more time to express themselves. Wahyuni (2016) stated that adolescence will mostly follow the lifestyle of their family, school, and society. Wuryati (2012) said that the form of adolescence behaviour is created due to internal factors such as self-defence and level of spiritual knowledge; and external factor in a form of influence from family, school, and society.

According to the study, there were some students both men and women who did not want to go to school before their demand in buying motorcycle was fulfilled by their parents. Family as the most important 'media' for children to have socialization should be able to stop such demand. There will be unbalanced of cost if all demands from children are fulfilled. According to Rumingsih (2016) everyone needs to fulfil their needs rationally. Dewi (2017)

stated that family will give great influence to children so that parents' model and communication with their children are such important role to educate the whole family especially in maintaining family cost.

The use of motorcycle by adolescence could lead them into criminality if they are not being well-educated. Wong (2011) said that by having such a gang, adolescence tends to do wild racing. Adolescence should use their potential to do positive things. *Karang Taruna* becomes one organization which could help creating positive behaviour. Kurniasari (2013) concluded that *Karang Taruna* has role in creating leadership attitude by showing responsibility to other members. It also could train talents especially in sport.

CONCLUSION

The background on the use of motorcycle by students at junior high school level was due to some pragmatic reasons such as the far distance between home and school, parents' bustle and the lack or non-existence of public transportation. All those factors led to an influence from other friends as reinforcement factor which then was used as standard in driving the motorcycle just like the other friends did. Nowadays, motorcycle was used by most of students at junior high school level both men and women. Police were in a dilemma since it would create another problem if they banned the use of motorcycle for those junior high school riders in which there was no means of transportation available for them. Police, then, gave special tolerance for those junior high school students based on some considerations. The students' readiness in driving motorcycle was considered as low since they did not use helmet, did not have driving licence, did not have *STNK*, and used modified motorcycle. Social behaviours which were created were in a positive form such as training their independence, capability to go to other friends' house to do cooperative learning and to accompany their brother to school. The negative form ones were skipping school, smoking, playing, reckless driving, and making it as their lifestyle.

Such suggestions given by the study were; for students, this phenomenon of riding motorcycle should not be their lifestyle; for school, such regulations should be made in order to control their students in riding motorcycle; for parents, some amount of time should be given for accompanying and picking their children up from school; for police officers, such sanctions

should be given to those riders who do not completing the requirements needed in driving motorcycle.

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