



Call for Papers

ZfTW Vol. 14, 3/2022 – Motorcycle Tourism

The **Journal of Tourism Science** (Zeitschrift für Tourismuswissenschaft) hereby announces a Call for Papers for issue 03/2022 on "Motorcycle Tourism". Due to the aim of a wider outreach of this issue, the whole issue is planned in English language.

Coordinators of the issue are

Prof. Dr. Knut Scherhag, Worms University of Applied Sciences and
Prof. Dr. Anna Scuttari, Munich University of Applied Sciences HM.

Dear Colleagues!

The **Journal of Tourism Science** (Zeitschrift für Tourismuswissenschaft) hereby announces a Call for Papers for issue 03/2022 on "Motorcycle Tourism".

The Special Issue:

The use of motor vehicles has undergone a progressive change over the last century. While individual motor vehicle use has declined in large cities with well-developed local public transport, it has increased its importance in rural areas. Especially the use of motorized vehicles for leisure mobility has increased. This aspect is addressed in Drive Tourism (see, e.g. Prideaux, Carson, 2015), in that driving scenic routes, sometimes away from high tourist crowds, has become the attraction of the journey itself. "The journey is the destination" has become the content of holidays for different target groups, but also of several leisure activities. In this regard, Mokhtarian and Salomon (2001) have identified two functions of transport in tourism: an utilitarian function, linked to the accessibility of destinations and attraction points, and a recreational function, linked to forms of travel that might transcend the existence of a destination, since mobility is happening "for the fun of it" (Mokhtarian & Salomon, 2001, p. 708). This last type of mobility include drivers of convertibles, sports cars, motor homes and motorcycles. The latter category in particular has undergone a major transformation from the 1950s to the present day. While the motorcycles was initially the means of transport that a larger part of the population could afford, but was then increasingly replaced by the private car, today it has almost become a leisure vehicle. However, according to the Federal Motor Transport Authority, the number of registrations of motorcycles and scooters has increased in recent years – so it is no longer possible to speak of a niche target group (Lindner et al., 2020).

In addition to short excursions, motorcycles are also used for holiday trips, usually with like-minded people. A distinction can be made here between privately organized trips and participation in organized (package) trips. Since people usually ride in groups, the social component is of relevant importance for riders, to the point that some scholars have addressed motorcycling as a tribal practice (Sykes, 2021).

In the regions that are visited by motorcyclists for an overnight stay, both accommodation and gastronomy businesses usually benefit. At the same time, however, conflicts also arise

between different stakeholders in the destinations, for example due to noise emissions (Scuttari, Orsi, Bassani, 2019). For example, the Austrian province of Tyrol has imposed a ban on motorcycles louder than 95 dB(A) on individual roads between 15 April and 31 October (n.n., 2021) and the Italian province of South Tyrol has imposed restrictions on panoramic Alpine roads during the summer of 2017 and 2018 (Scuttari, Pechlaner, Erschbamer, 2021). A group active in Germany – Silent Rider – has made it as far as the German Bundestag with its concern to reduce motorcycles noise and has thus achieved media attention.

Driving tourism, thus also motorcycling for holiday purposes, is also under discussion against the backdrop of climate change and the associated climate targets for reducing CO₂ emissions. Is holiday driving to be rejected in principle or are compromises possible? Is there any innovation in the e-motorcycling sector that will affect the travel market? Since motorcycle tourists are currently counted among the best agers, they definitely contribute to a noticeable turnover in the tourist destinations, in addition to the expenses for adequate equipment (motorbike, clothing, accessories). Nevertheless, their importance and relevance as a tourism niche in Europe was underestimated for decades (Scol, 2016).

In the light of the above, this Special Issue will host investigation results from empirical research, but also theoretical contributions, to assess broadest possible overview of the special interest topic of motorcycle tourism. For example, the following topics could be covered:

- Significance of the motorized two-wheeler as a recreational tool;
- Economic significance of motorcycle tourism;
- Motivation of motorcyclists for a holiday trip by motorcycle;
- Leisure mobility vs. holiday mobility;
- Travel experiences on motorcycles;
- Sustainability considerations in connection with motorcycle tourism;
- Market research for motorcycle tourists;
- Social dynamics, lifestyle aspects, identity markers and tribal practices in motorcycling communities;
- Risk-taking and risk management in motorcycling;
- etc.

Accordingly, there should be room in the intended volume for theoretical-conceptual contributions, literature reviews, methodological contributions as well as empirical findings (quantitative or qualitative). Basic research or applied research contributions are welcomed as well as innovative questions and perspectives.

Colleagues who would like to submit a contribution (in English) for this issue are asked to send a full abstract of about 5,000 characters to Anna Scuttari and Knut Scherhag (anna.scuttari@hm.edu; scherhag@hs-worms.de) by January 7th 2022.

The completed paper (max. 15,000 characters + tables/figures and bibliography) must be submitted by April 25th 2022 and will be subject to a double-blind review process.

Please also note the author information at: <https://www.degruyter.com/view/j/tw!>

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