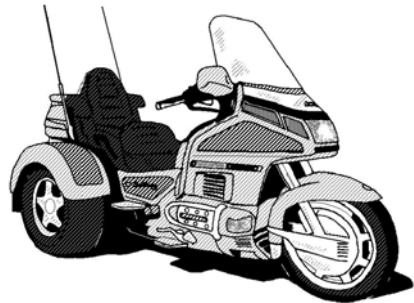


# Gold Wing Road Riders Association



## Skill Enhancement Program



# Trike & Sidecar Parking Lot Practice (PLP) Guide FACILITATOR'S MANUAL

## OVERVIEW

### RIDE WITH PRIDE AND CONFIDENCE

This manual is designed to be used in conjunction with the GWRRA Skill Enhancement Levels Programs. The following pages describe exercises designed to assist the participant in developing and improving the skills they need to properly operate their motorcycle more effectively and safely. The proper execution of these exercises will help them in many traffic situations, and make their riding experiences more fun. And, you are their Facilitator.

Information, including exercise diagrams, has been taken from a variety of public domain sources; publications, interviews, GWRRA rider courses, Arizona Skill Enhancement, State and Federal documents. As there are many differences in riding instruction, riding styles, state and federal laws, there may be organizations and/or individuals who hold differing opinions regarding the content or execution of the PLP program. Again this is a GWRRA internal program intended solely for the use of GWRRA members.

To assist GWRRA in reducing motorcycle accidents, injuries, and to increase awareness of safety in motorcycling, GWRRA offers many programs and classes within the Skill Enhancement Program (SEP). These classes and programs are intended for both motorcyclists and motorists. Contact your Chapter Educator, or call GWRRA at 1-800-843-9460, 623-581-2500 or go on line to [www.gwrro.org](http://www.gwrro.org) for more information.

## PURPOSE

The information contained in these practice guides is offered for the benefit of those individuals and groups who have an interest in riding motorcycles. It is intended solely for the use of GWRRA members to enhance skill levels and as preparation towards other experienced rider courses. It is not meant for the beginning motorcycle rider, nor meant to take the place of professional motorcycle riding instruction.

The PLP program **is not** intended to provide the participant with a motorcycle endorsement, nor will it qualify for reimbursement from any insurance or other organization program. It is designed to reinforce and improve the riding abilities and confidence of the average rider who desires to accomplish these goals.

#### **DISCLAIMER**

The information has been gathered from many sources: publications, interviews and observations of individuals and others familiar with the use of motorcycles, accessories and training. Because there are many differences in riding styles, instructional styles, Federal, State and local laws, there may be organizations and individuals who hold differing opinions.

Consult your local regulatory agencies for information concerning the operation of motorcycles in your area. Although GWRRA will continue to research, field test and make responsible viewpoints on the subject available to the membership, they disclaim any liability for the views stated herein.

We understand that it is the responsibility of the Owner/Operator to practice and use the skills we learn in this program. We cannot guarantee the safe operation of the motorcycle. **THE SAFE OPERATION OF THE RIG IS UP TO YOU!**

**Participation in this Trike & Sidecar PLP program is intended for GoldWing converted Trikes and sidecar rigs or similar. This includes those conversion bikes using add on frames and wheels such as the Tow-Pac and Voyager units. It is not intended for one-off kit type trikes such as the Cobra Trike, etc.**

For matters of clarity trikes, sidecars or bikes equipped with “outrigger” type rear wheels assemblies will be referred to as “rigs”.

**MAKE A DIFFERENCE AND KEEP THE SHINY SIDE UP.**

#### **FACILITATED VS. ALONE**

It is intended and recommended that the participant first complete both PLP courses with a GWRRA certified PLP Facilitator before attempting these exercises on their own. You will set up the exercises, have the participants read the purpose of each, and then have them ride the exercises. You will then facilitate a discussion to help the participants discover what did well and what they might need to do in order to improve their skills. After this formal introduction to Parking Lot Practice, they may want to set up one or more of the exercises on their own for additional practice. Be sure to emphasize to them to exercise caution in the location they choose, such as traffic and surface conditions, as well as having a friend along to help if something goes wrong. Proper safe riding gear is mandated when taking the PLP course, and is recommended whenever any member practices these exercises alone.

#### **YOUR ROLE**

As a facilitator, your role is two-fold:

- 1) Maintain range safety at all times
- 2) “Remind and Refine” skills and habits—not to teach! Therefore, in the opening exercise of each PLP, observe each participant carefully. Determine if there are any who are unable to execute the exercise safely. If so, stop the exercise and ask that individual to park their bike. Explain the purpose of the PLP and suggest that they take a full rider course such as a BRC or ERC prior to returning for a PLP session. Range and individual safety is your main concern during these programs. Allow nothing to jeopardize an “incident-free” experience.

During each PLP drill, your function is to observe how each participant performs looking for obvious deviations from the proper execution of the exercise. During the post drill discussion, congratulate the participants who performed well, and through questioning as well as referring participants back to the written “tips and techniques” section of the manual, remind them of the proper way to execute the exercise. These facilitation techniques will help the participants to “discover” how they individually can improve their skills.

**RANGE SAFETY AND ORGANIZATION**

1. No more than 6 Rigs in the program—based on your confidence level and ability to control the situation.
2. Establish a staging area either at one end, or on one side—based on the configuration of the range, in order to allow safe entrance and exit from the area which is far enough away from the extreme path of travel.
3. Divide class participants into groups (A, B, C, etc). One group is on the range performing the exercise, while the next group is on their bikes observing the riders on the field ready to enter the field on the facilitator's signal.
4. Instruct participants how and when they must move from staging area onto range, and how and when they must move off range back to the staging area.
5. No more than half the group on the field at any one time—realistically no more than 4 rigs performing any one exercise at a time.
6. You are responsible for safety on the range. If any situation arises that distracts you from concentrating or jeopardizes that safety, stop the exercise, park the rigs and end the session. This may include arguing, too much joking around, unsafe operation of a rig or participants' inattention.
7. Emphasize to participants that no rigs move on or around the range without your direction or permission.
8. If, for any reason, the facilitator has to leave the training session, the session immediately ends. No one can substitute for the facilitator if the facilitator is no longer on the range—unless s/he is already a Certified PLP Facilitator.
9. Remind participants to:
  - a. Do not move unless instructed to do so.
  - b. Check your path of travel before moving
  - c. Ask if you do not understand any instructions
  - d. When parking put your rig in 1st gear and turn ignition off before dismounting.
  - e. Have fun and enjoy.
  - f. Shut down their radios and/or CBs

## 10. Review Range Signals, which include:

1. STOP
2. SPEED UP, SLOW DOWN
3. HEAD TURN
4. WHISTLE
5. Head and eyes up
6. Return to staging area

**CONES AND CONE SUBSTITUTES**

If cones are not available to borrow from your chapter, there are many easy substitutes that can be used. Use your imagination and you may discover many more.

1. Used tennis balls—cut in half. Small size may be difficult to see in dim light.
2. Plastic water bottles—500 ml size. Add sand to 1/3 to 1/2 for weight. Add food color to make them fancier.
3. Half-pint milk cartons with a little sand in the bottom.
4. Two-inch tall cones—available from the Motorcycle Safety Foundation: [www.msf-usa.org](http://www.msf-usa.org) under products and accessories. Their cones (green and orange) sell for \$1.50 each, or a range set of 20 green and 80 orange for \$100.00.
5. Various hardware stores and safety product sources carry cones of different sizes and costs.
6. Chapter educators—have a cone raising project. Ask for a \$5.00 donation from chapter members for the purchase of a set of cones (any size—your choice) followed by an autograph party where the donees have a chance to autograph their own cone.
7. When all else fails, there is always playground chalk. Be sure to get permission from the lot owners to use the chalk.

## PRACTICE AREAS

A well marked parking lot is the best practice area. Be aware, however, of grease left by parked cars. Look for lots that are not used all the time i.e. shopping centers, schools, churches or community centers. For instance, you might use a school lot in the evening hours or weekend, or a shopping center early in the morning. Remember to gain permission from the owner. And, always leave the area cleaner than when you arrived. Traffic will always be of the most concern. Check for traffic from all directions before starting an exercise. Be considerate of others in the area.

## THINGS TO REMEMBER

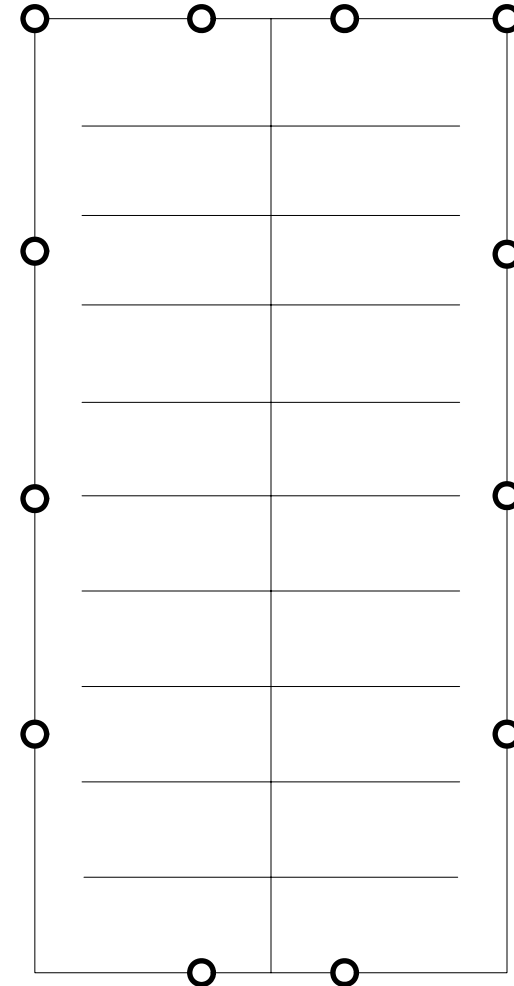
The basic difference between a Trike/Sidecar and a two-wheeled motorcycle are (1) that the rigs do not lean into the turn and (2) you can maximize traction without undo concern for that lean.

## FINAL RECOMMENDATIONS AND THOUGHTS

1. Keep the whole PLP experience light and fun—however; let everyone know that *safety* is a serious issue.
2. Stay organized and focused. It is easy to get side-tracked or distracted during this process. Remember; you are the sole person responsible for the safety of everyone there, and their motorcycles.
3. Ask the participants if anyone has any physical limitations, prescriptions or other handicaps that would hinder their participation in this PLP prior to the start of the program.
4. When conducting this PLP with sidecar rigs be aware of the ease with which the car will lift especially in right hand turns. If the car is lifting (“flying”) the operator is cornering at too great a speed for the corner.

## RANGE SET-UP

Set up cones (or suitable substitutes) to outline the PLP field, 50' x 100' minimum. Try to locate a parking lot marked for straight-in parking with a center line. The range diagram indicates parking striping and assumes a standard spacing of 12 feet. It is not necessary that this spacing be maintained or required but that exercises are adapted safely to the parking lot environment.



## Range Exercise 1, Part 1

### Normal Braking

#### WHAT

To have riders learn and practice the principles and techniques of normal braking.

#### WHY

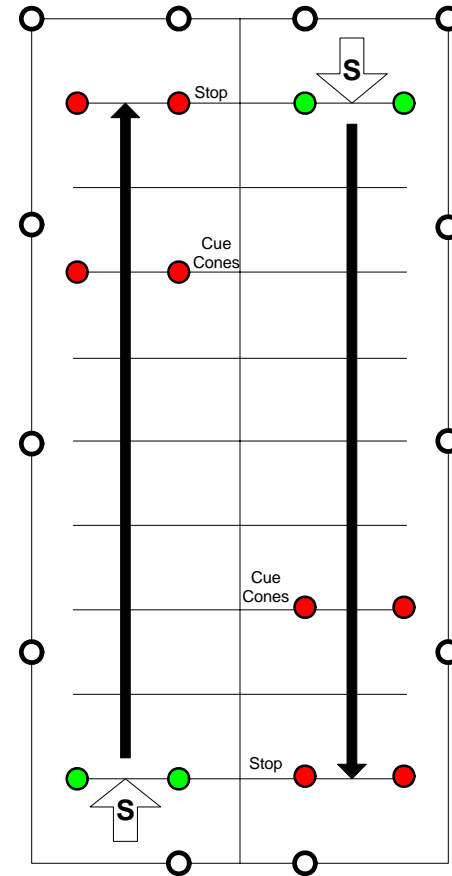
The smooth controlled application of both brakes is required to ensure the safe operation of your rig.

#### STATEMENT:

Smooth braking techniques are required to maintain maximum control of your Trike.

#### HOW:

1. Travel down range at 10–15 MPH in the gear of your choice.
2. Upon entering the stopping box, apply both brakes while squeezing in the clutch. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.
3. Smooth braking, increasing pressure on the rear.
4. Head and eyes up, looking well ahead.
5. Cover the clutch.
6. Downshift to first gear.



#### TIPS:

1. Uses both brakes.
2. Keeps body straight, head and eyes up, looking well ahead.
3. Presses back in the seat.
4. Covers the brake and clutch.
5. Downshifts to 1<sup>st</sup> gear.

## RANGE EXERCISE 1, PART 2

### Quick Stop

#### WHAT

To have riders learn and practice the principles and techniques of emergency braking.

#### WHY

In emergency riding situations, the smooth controlled application of both brakes at the same time is required to reduce the stopping distance to the minimum.

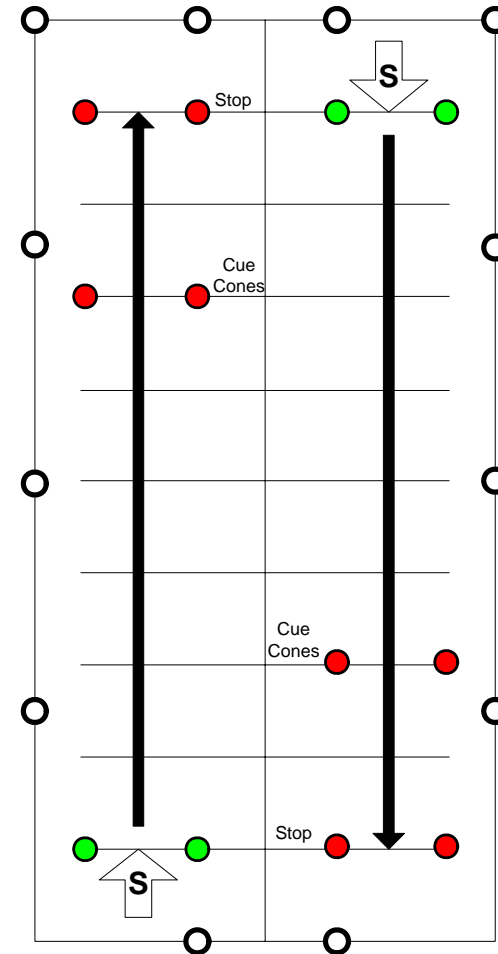
#### STATEMENT

It is often necessary to stop in the shortest possible distance without locking up the brakes.

#### HOW

1. Travel down range at 15–20 MPH in the gear of your choice.
2. At first stop cones, apply both brakes. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.
3. Smooth braking, increasing pressure on the rear. Do not slide the front tire.
4. Head and eyes up, looking well ahead.
5. Cover the clutch
6. Downshift to first gear.

**CAUTION: Improper Braking In An Emergency Situation Could Cause The Rig To Become Unstable Or Tumble.**



#### TIPS:

1. Uses both brakes.
2. Keeps body straight, head and eyes up, looking straight ahead.
3. Presses back in the seat.
4. Covers the brake and clutch.

## RANGE EXERCISE 2

### Tight Corners

#### WHAT

To have riders learn and practice the correct techniques for completing tight corners.

#### WHY

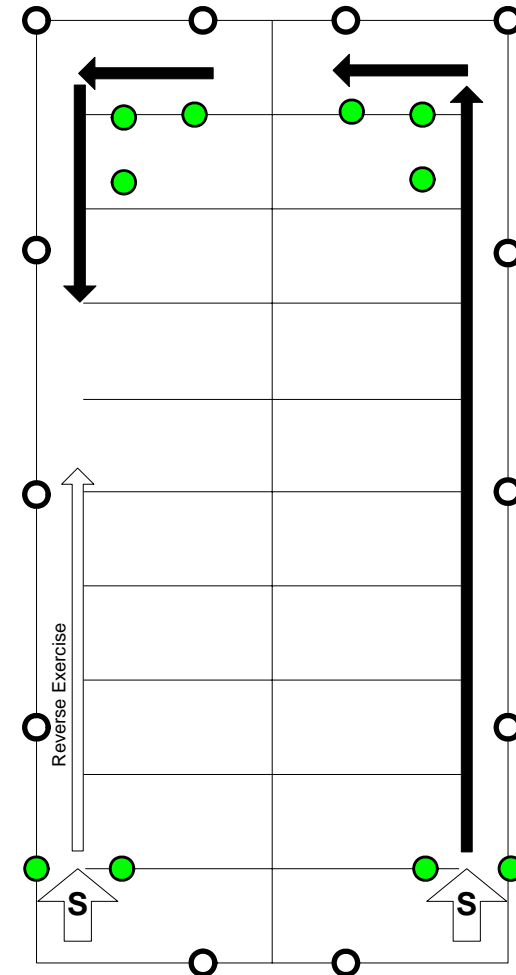
In normal street riding, situations occur which require the rider to complete tight turns without hitting curbs and other barriers.

#### STATEMENT

A rig will turn at slow speeds in a “handlebar locked” radius without the concern for dropping or tipping the bike.

#### HOW

1. Follow the indicated path of travel.
2. Travel down the range at 10–15 MPH in a gear of your choice (1<sup>st</sup> gear is suggested).
3. As you approach the corner, slow to 5–10 MPH. Downshift to 1<sup>st</sup> gear if necessary.
4. Lean back and use the Push–Pull method to negotiate the turns. Relax, do not fight the steering.
5. Head turn—you go where you look.
6. Glance at the cone then look through the turn.



#### TIPS:

1. Stays back in the seat.
2. Looks through the turns.
3. Slows before the turn.

### RANGE EXERCISE 3, PART 1

#### Obstacle Avoidance

#### WHAT

To have riders learn and practice proper techniques for obstacle avoidance.

#### WHY

In some riding situations you may be required to steer your rig around obstacles.

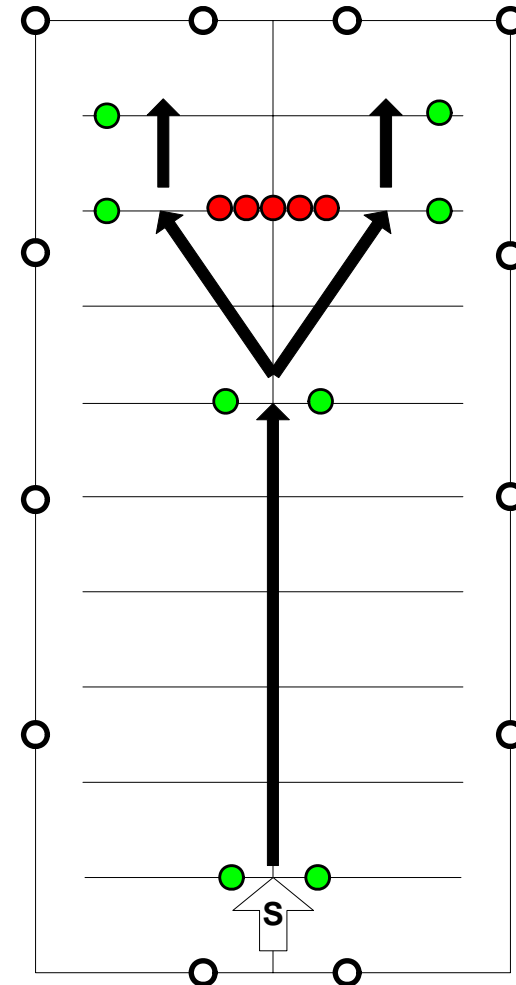
#### STATEMENT

It is sometimes necessary to make an abrupt change of direction to avoid an obstacle in your path of travel.

#### HOW

1. Follow the directed path of travel at 12–15 MPH in the gear of your choice.
2. Keep a steady throttle.
3. Lean back in the seat and use the Push–Pull method of steering to negotiate the chutes.
4. Look well ahead of the obstacle.
5. Look for clear path of travel.
6. Cover the clutch with all four fingers.

**CAUTION: Improper Braking In An Emergency Situation Could Cause The Rig To Become Unstable Or Tumble.**



#### TIPS:

1. Does not apply brakes during obstacle avoidance.
2. Keeps a steady throttle and leans back in the seat.
3. Looks to new path of travel.

## RANGE EXERCISE 3, PART 2

### Obstacle Avoidance and then Stop

#### WHAT

To have riders learn and practice proper techniques for obstacle avoidance and braking.

#### WHY

In some riding situations you may be required to steer your rig around obstacles and stop short of an object to avoid an accident.

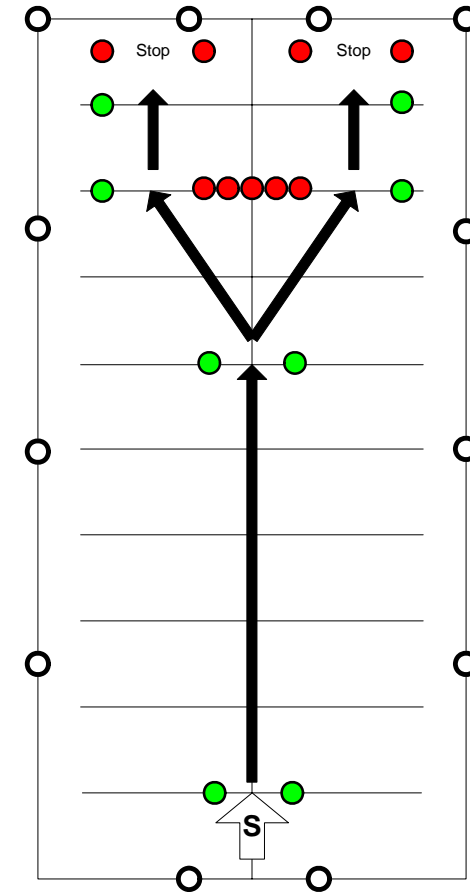
#### STATEMENT

It is sometimes necessary to make an abrupt change of direction to avoid an obstacle in your path of travel and then come to a controlled stop.

#### HOW

1. Follow the directed path of travel at 12–15 MPH in the gear of your choice.
2. Keep a steady throttle.
3. Lean back in the seat and use the Push–Pull method of steering to negotiate the chutes.
4. Complete the swerve, square the handlebars and then apply both brakes coming to a complete and rapid stop.
5. Look well ahead of the obstacle.
6. Look for clear path of travel.
7. Cover the clutch with all four fingers

**CAUTION: Improper Braking In An Emergency Situation Could Cause The Trike To Become Unstable Or Tumble.**



#### TIPS:

1. Does not apply brakes during obstacle avoidance.
2. Keeps a steady throttle and leans back in the seat.
3. Looks to new path of travel.
4. Completes swerve before braking.
5. Squares handlebars before applying brakes.
6. Stops in controlled manner, does not skid tires.

## RANGE EXERCISE 4

### Advanced turning

#### WHAT

To have riders learn and practice proper techniques of turning at a slightly higher rate of speed.

#### WHY

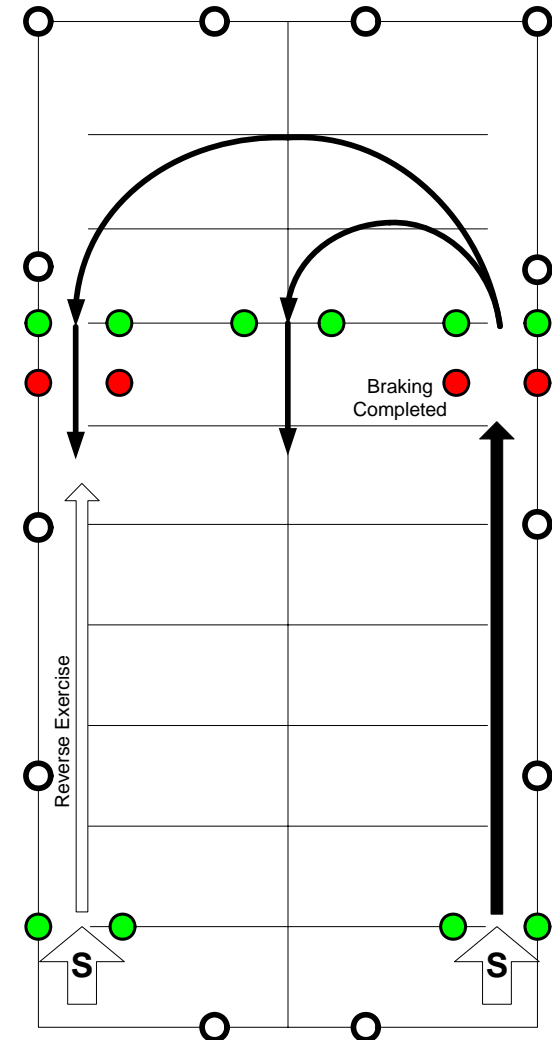
In normal riding the rider will encounter many different turning situations and will be required to correctly adjust their speed to safely negotiate the turn.

#### STATEMENT

To effectively operate your rig, it is necessary to select a safe turning speed.

#### HOW

1. Travel along the side of the range at 12–16 MPH in second gear.
2. At the first pair of cones begin adjusting your speed for an entry speed that will allow a smooth and steady throttle through the turns.
3. In the turns, keep your head turned, always looking ahead to the next change of direction. Turn your head and look through the turn.
4. Brake, release and look through the turn.
5. Look to your exit.
6. Lean back and relax. Do not fight the steering.



#### TIPS:

1. Adjusts speed prior to turn.
2. Leans back and uses Push-Pull.
3. Looks through the turn.

**RANGE EXERCISE 5****Advanced Turning with Stop****WHAT**

To have riders learn and practice proper techniques of braking to a stop from a sharp turn.

**WHY**

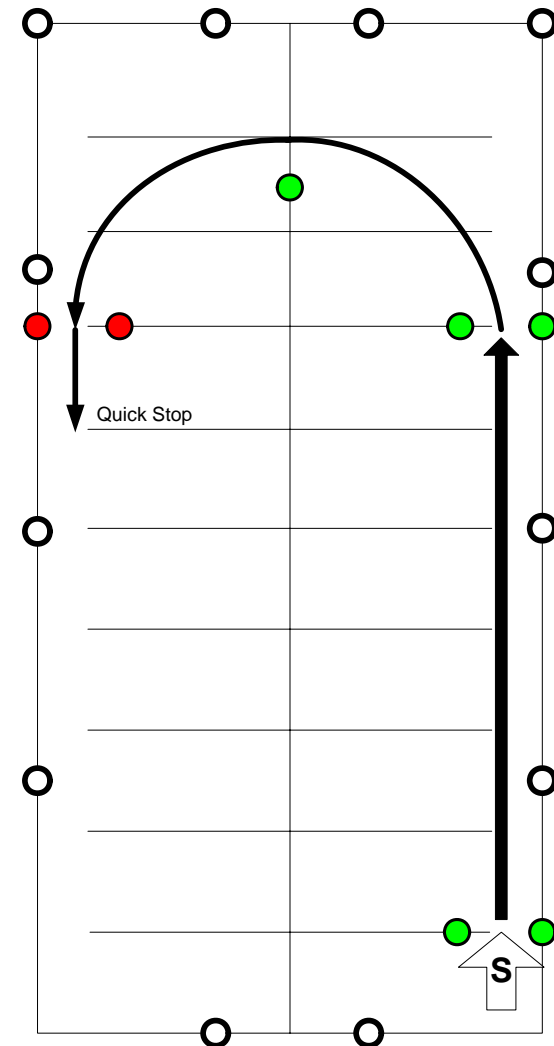
In normal riding, the rider will encounter many different turning situations and will sometimes be required to quickly and safely stop from a turn in any radius.

**STATEMENT**

To effectively operate your rig, it is necessary to be able to brake quickly and safely to a stop while in a turn.

**HOW**

1. Travel along the side of the range at 12–16 MPH in second gear.
2. At the first pair of cones begin adjusting your speed for an entry speed that will allow a smooth and steady throttle through the turns.
3. In the turns, keep your head turned, always looking ahead to the next change of direction.
4. Upon signal, come to a smooth controlled stop while squaring the handlebars.
5. Brake, release and look through the turn.
6. Look to your exit.
7. Lean back and relax. Do not fight the steering.
8. Smooth and controlled braking in a turn, squaring the handlebars as you come to a stop (not after).

**TIPS:**

1. Adjusts speed prior to turn.
2. Leans back and uses Push-Pull.
3. Looks through the turn.
4. Applies brakes while squaring handlebars
5. Brings Trike to smooth and controlled stop.

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## Gold Wing Road Riders Association



**Gold Wing Road Riders Association**  
**International Headquarters**  
**21423 North 11th Avenue**  
**Phoenix, AZ 85027**  
**800-843-9460**  
**623-581-2500**  
**623-581-3844 (fax)**  
**[www.gwrra.org](http://www.gwrra.org)**