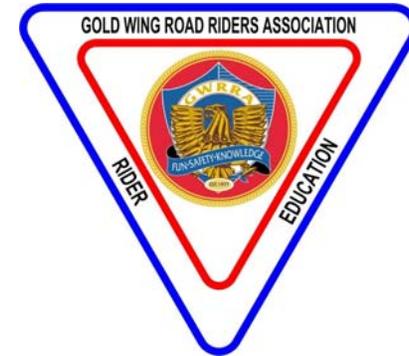


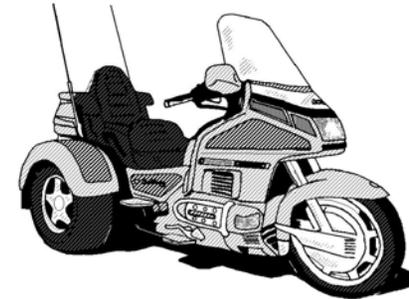
Gold Wing Road Riders Association



Gold Wing Road Riders Association



Rider Education Program



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

Gold Wing Road Riders Association
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OVERVIEW

RIDE WITH PRIDE AND CONFIDENCE

This manual is designed to be used in conjunction with the GWRRA Rider Education "Parking Lot Practice" Facilitator's Programs. The following pages describe exercises designed to assist the participant in developing and improving the skills they need to properly operate their Trike/Sidecar more effectively and safely. The proper execution of these exercises will help them in many traffic situations, and make their riding experiences more fun. You are their Facilitator.

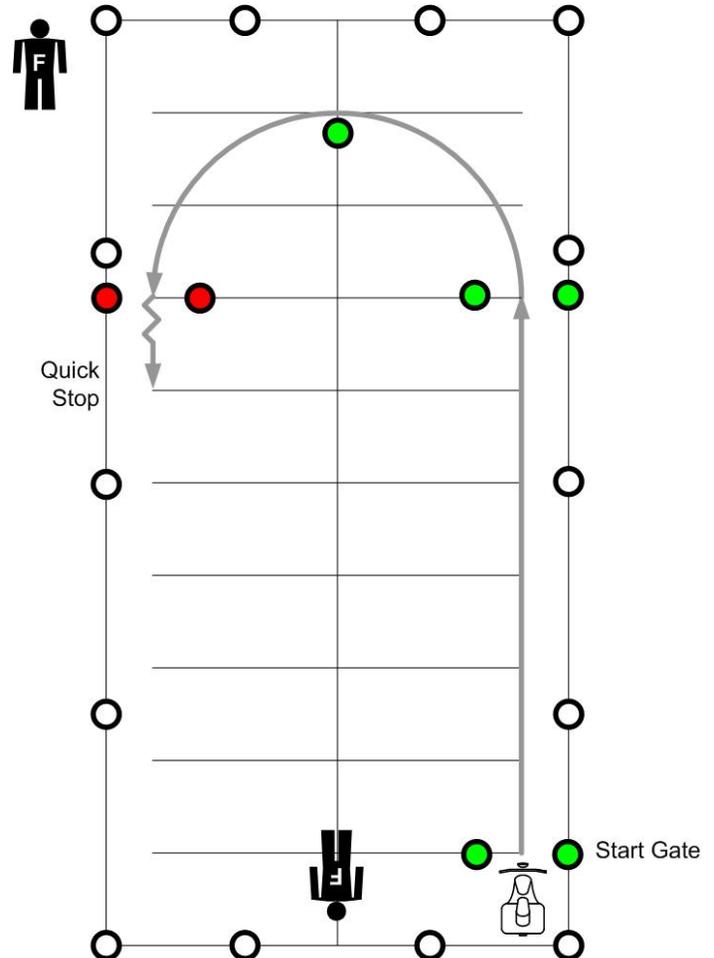
Information, including exercise diagrams, has been taken from a variety of public domain sources: publications, interviews, GWRRA Rider Courses, Arizona Skill Enhancement, State and Federal documents. As there are many differences in riding instruction, riding styles, state and federal laws, there may 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 Trike/Sidecar accidents and injuries, and to increase awareness of safety in motorcycling, GWRRA offers many programs and classes within the Rider Education Program (REP). 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.gwrra.org for more information.

PURPOSE

The information contained in this practice guide is offered for the benefit of those individuals and groups who have an interest in riding a Trike/Sidecar. 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 Trike/Sidecar rider, nor meant to take the place of professional Trike/Sidecar riding instruction.

- **Rig is tipping when I brake.**
Be smooth with your brakes while squaring the handle bars prior to completing your braking.
- **Front or Rear tires skid.**
Not progressively applying the brakes. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.



There are two Facilitators, one between the start cones and the other show in the upper left corner, looking in the direction of their feet. Facilitator at the start gate sends the next Rider. Facilitator in the corner is observing the Rider watching for unsafe acts.

Range Exercise 7

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:

- Travel along the side of the range at 12–16 mph (20–25 kph) in second gear.
- Prior to the first pair of cones adjust your speed for an entry speed that will allow a smooth and steady throttle through the turns.
- In the turns, keep your head turned, always looking ahead to the next change of direction.
- When you pass through the last set of cone, come to a smooth controlled stop while squaring the handlebars.
- Brake, release and look through the turn.
- Look to your exit.
- Lean back and relax. Do not fight the steering.
- Smooth and controlled braking in a turn, squaring the handlebars as you come to a stop (not after).

Rider Self Evaluation Tips:

- **Braking or rolling off the throttle during the turn.**
Slow your rig more prior to the turn. No braking during the turn.
- **Swinging wide missing the gate.**
*Turn your head and look though the turn to your exit gate. Push/Pull more **aggressively** on the handlebars in the direction of the turn.*

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 Trikes and Sidecars, 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 Trikes and Sidecars 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 rig. **THE SAFE OPERATION OF THE RIG IS UP TO YOU!**

Participation in this Trike and Sidecar PLP program is intended for Gold Wing 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, and bikes equipped with add on “outrigger” type rear wheels assemblies will all be referred to as “rigs”.

MAKE A DIFFERENCE AND KEEP THE SHINY SIDE UP.

THE FACILITATOR'S ROLE

As a facilitator, your role is two-fold:

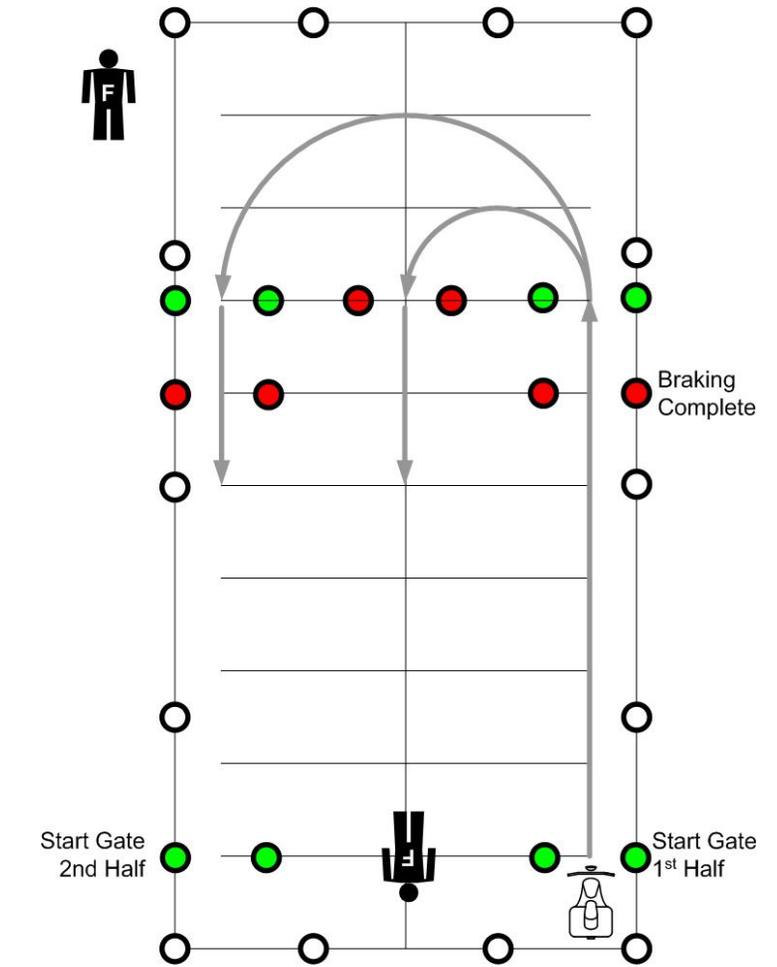
- 1) Maintain range safety at all times
- 2) "Remind and Refine" skills and habits—not to teach! Therefore, in the opening exercise of each PLP, observe each participant carefully. Determine if there are any who are unable to execute the exercise safely. If so, stop the exercise and ask that individual to park their rig. Explain the purpose of the PLP and suggest that they take a full rider course such as a GWRRA Trike Rider Course (TRC) or Sidecar Course (SRC) 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 "self evaluation tips" section of the exercise, remind them of the proper way to execute the exercise. These facilitation techniques will help the participants to "discover" how they can improve their individual skills.

FACILITATED VS. ALONE

It is intended and recommended that the participant first complete this PLP course 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 they 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.

- **Swinging wide missing the gate.**
*Turn your head and look through the turn to your exit gate. Push/Pull more **aggressively** on the handlebars in the direction of the turn.*



There are two Facilitators, one between the start cones and the other show in the upper left corner, looking in the direction of their feet. Facilitator at the start gates sends the next Rider. Facilitator in the corner is observing the Rider watching for unsafe acts.

Range Exercise 6

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:

- Travel along the side of the range at 12–16 mph (20–25 kph) in second gear.
- 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.
- In the turns, keep your head turned, always looking ahead to the next change of direction. Turn your head and look through the turn.
- Brake, release and look through the turn.
- Look to your exit.
- Lean back and relax. Do not fight the steering.
- Start with left hand turns using the far gate and then move to the near gate. Restage and reverse the exercise making right hand turns.

Rider Self Evaluation Tips:

- **Braking or rolling off the throttle during the turn.**
Slow your rig more prior to the turn. No braking during the turn.
- **Rig is throwing me around in the seat.**
Consciously sit up straight pushing back into the backrest and lean into the turn.

RANGE SAFETY AND ORGANIZATION

1. All riders must adhere to GWRRA recommendations regarding protective clothing.
2. All riders need to perform a TCLOCS inspection of their motorcycles prior to entering the range.
3. No more than 6 rigs in the program—based on your confidence level and ability to control the situation.
4. 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, and which is far enough away from the extreme path of travel.
5. 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 rigs observing the riders on the field and ready to enter the field on the facilitator's signal.
6. Instruct participants how and when they must move from staging area onto the range, and how and when they must move off the range back to the staging area.
7. 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.
8. 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.
9. Emphasize to participants that no rigs move on or around the range without your direction or permission.
10. 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.
11. Remind participants:
 - 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. Turn off their radios and/or CBs.
 - f. Have fun and enjoy.

12. Review the Range Signals designed to help you manage the range, which include:

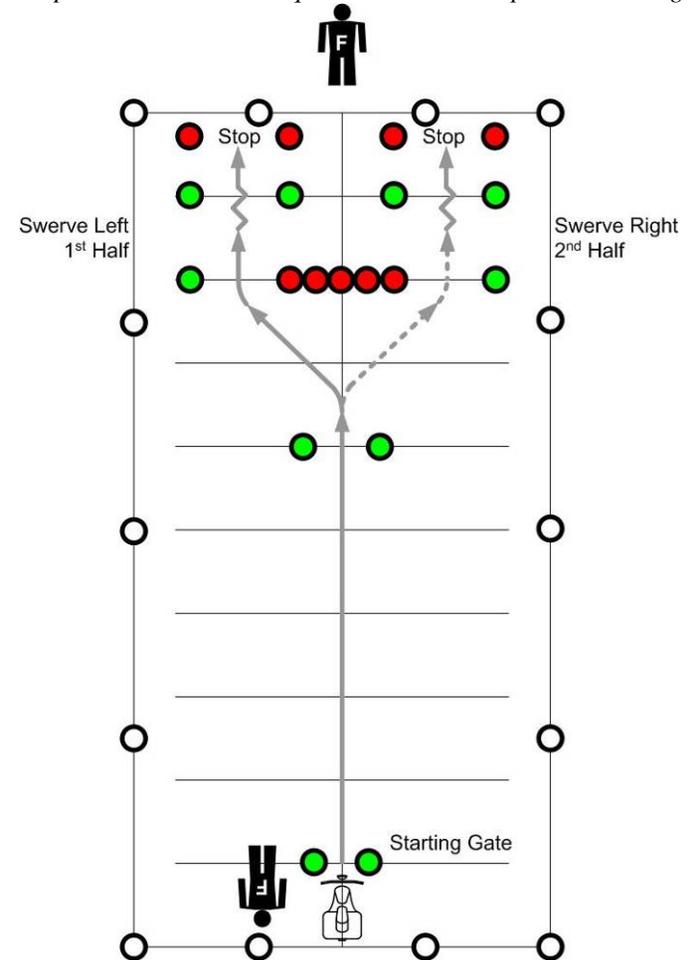
1. STOP
2. SPEED UP, SLOW DOWN
3. SPREAD OUT
4. RETURN TO STAGING AREA
5. WHISTLE (Immediate Stop)

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 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 they 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.

- **Rig is throwing me around in the seat.**
Consciously sit up straight pushing back into the backrest.
- **Speed is varying through the swerve.**
Keep wrist straight (as opposed to wrist up or wrist down position) when Push/Pull steering on the handlebars. Do not brake during the swerve keeping your speed steady.
- **Rig is tipping when I brake.**
Complete the swerve and square the hand bars prior to braking.



There are two Facilitators down the center of the Range looking in the direction of their feet. Facilitator at the start gate sends the next Rider. Facilitator at opposite end is observing the Rider watching for unsafe acts.

Range Exercise 5

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:

- Follow the directed path of travel at 12–15 mpg (20–25 kph) in the gear of your choice.
- Keep a steady throttle.
- Lean back in the seat and use the Push–Pull method of steering to negotiate the chutes.
- Complete the swerve, square the handlebars and then apply both brakes coming to a complete and rapid stop.
- Look well ahead of the obstacle.
- Look for clear path of travel.
- Lean back in the seat.
- Cover the clutch with all four fingers.
- Perform both left and right swerves with braking.

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

Rider Self Evaluation Tips:

- **Driving through the swerve.**
*Push/Pull more **aggressively** on the handlebars in the direction of the swerve, in each direction.*

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

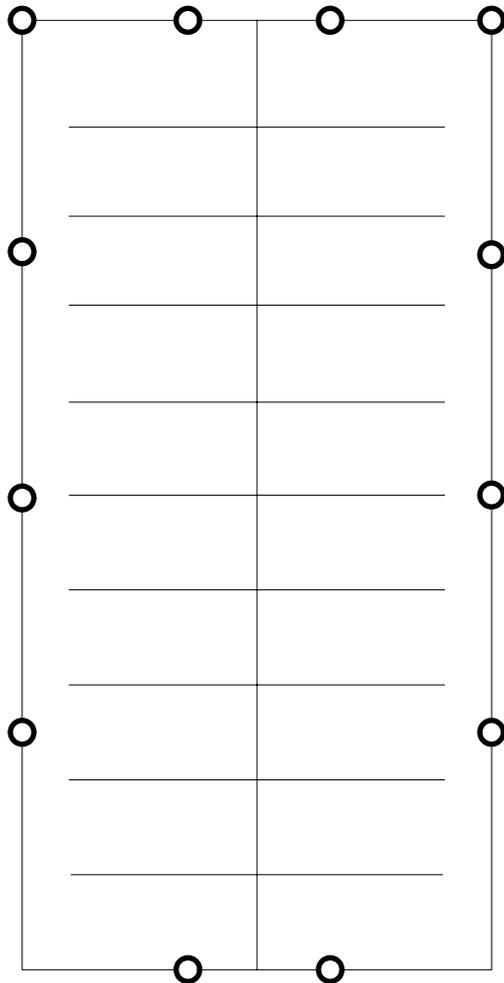
The basic difference between a Trike/Sidecar and a two-wheeled motorcycle are (1) that the rigs do not lean into the turn and (2) you can maximize traction without undo concern for that lean.

FINAL RECOMMENDATIONS AND THOUGHTS

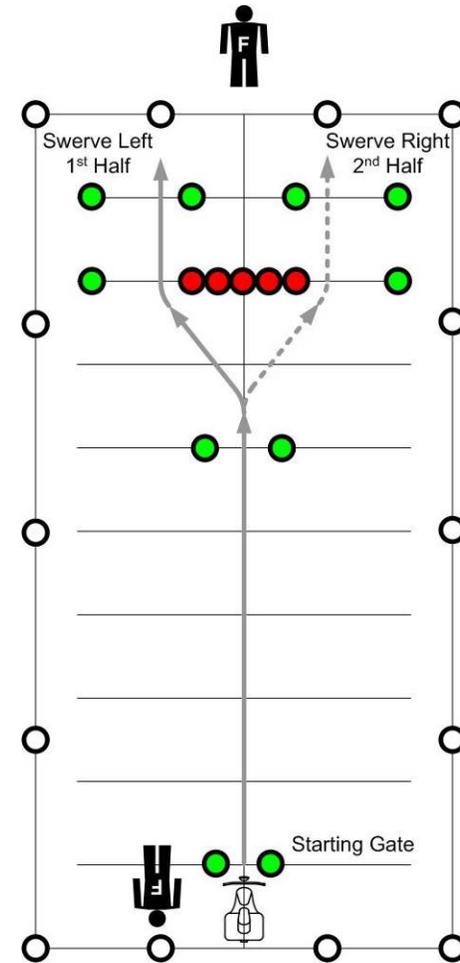
1. Keep the whole PLP experience light and fun; however, let everyone know that *safety* is a serious issue.
2. Stay organized and focused. It is easy to get side-tracked or distracted during this process. Remember: you are the sole person responsible for the safety of everyone there, and their rigs.
3. Prior to the start of the program, ask the participants if anyone has any physical limitations, prescriptions or other handicaps that would hinder their participation in this PLP.

RANGE SET-UP

Set up cones (or suitable substitutes) to outline the PLP field, 50' x 100' (15 x 30 meters) minimum. Try to locate a parking lot marked for straight-in parking with a center line. Allow for a 40' (12 meters) buffer area around the perimeter.



- **Speed is varying through the swerve.**
Keep wrist straight (as opposed to wrist up or wrist down position) when Push/Pull steering on the handlebars. Do not brake during the swerve keeping your speed steady.



There are two Facilitators down the center of the Range looking in the direction of their feet. Facilitator at the start gate sends the next Rider. Facilitator at opposite end is observing the Rider watching for unsafe acts.

Range Exercise 4

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:

- Follow the directed path of travel at 12–15 mph (20–25 kph) in the gear of your choice.
- Keep a steady throttle.
- Lean back in the seat and use the Push–Pull method of steering to negotiate the chutes.
- Look well ahead of the obstacle.
- Look for clear path of travel.
- Lean back in the seat.
- Cover the clutch with all four fingers.
- Perform both left and right swerves.

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

Rider Self Evaluation Tips:

- **Driving through the swerve.**
*Push/Pull more **aggressively** on the handlebars in the direction of the swerve, in each direction.*
- **Rig is throwing me around in the seat.**
Consciously sit up straight pushing back into the backrest.

Range Exercise 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 rig.

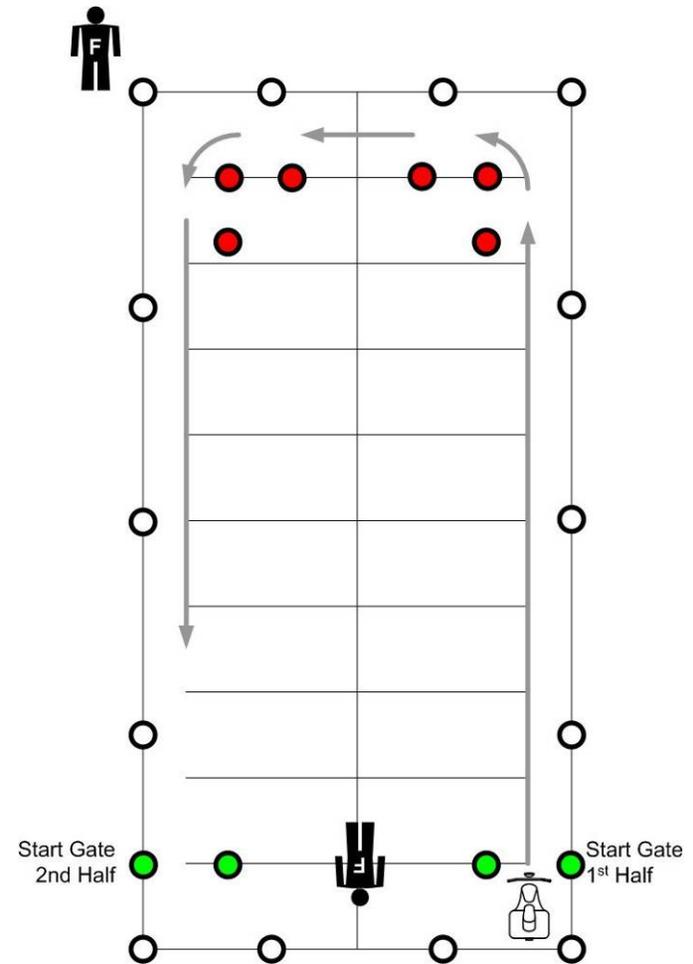
How:

- Travel down range at 10–15 mph (15–25 kph) in the gear of your choice.
- 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.
- Smooth braking, increasing pressure on the rear.
- Head and eyes up, looking well ahead.
- Downshift to first gear.

Rider Self Evaluation Tips:

- **Overshooting final cone.**
Apply more even pressure to brakes pressing back into the seat.
- **Engine over revs when using the front brake.**
*Close the throttle before braking. Avoid pulling back on the throttle when applying pressure to the front brake. **Squeeze** the front brake using all 4 fingers.*
- **Not downshifting into 1st gear.**
*Begin braking and downshift at the first cone. **Squeeze** the clutch, downshift to first gear and apply **both** brakes at the same time. Do not release the clutch.*

- **Swing wide not making the corner.**
Exaggerate your head turn correctly looking through the turn.



There are two Facilitators, one between the start cones and the other shown in the upper left corner, looking in the direction of their feet. Facilitator at the start gates sends the next Rider. Facilitator in the corner is observing the Rider watching for unsafe acts.

Range Exercise 3

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 rig.

How:

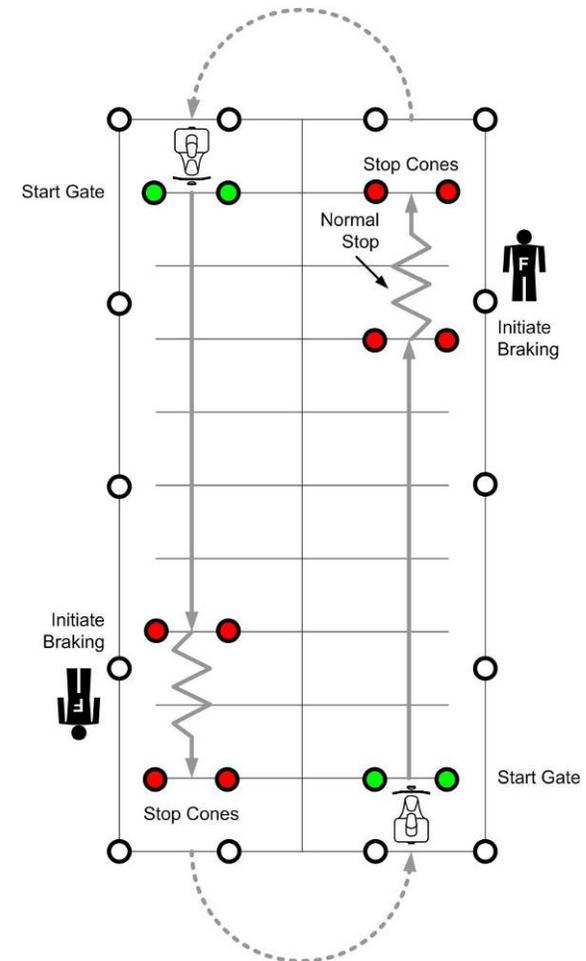
- Follow the indicated path of travel.
- Travel down the range at 10–15 mph (15–25 kph) in a gear of your choice (1st gear is suggested).
- As you approach the corner, slow to 5–10 (8–15 kph). Downshift to 1st gear if necessary.
- Lean back and use the Push–Pull method to negotiate the turns. Relax, do not fight the steering.
- Head turn—look where you want to go.
- Glance at the cone for positioning then look through the turn.
- Start the exercise performing the left hand turns and then restage and perform the right hand turns.

Rider Self Evaluation Tips:

- **Trike/Sidecar is causing me to lean to the outside.**
Stay back into the seat leaning to the inside of the turn.
- **Inside rear wheel wants to lift.**
Slow your rig down more prior to the turn.

- **Front or Rear tires skid.**

Not progressively applying the brakes. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.



There are two Facilitators at adjacent ends of the Range looking in the direction of their feet. They signal the Riders one at a time ensuring the previous Bike is clear before sending the next bike down the course.

Range Exercise 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:

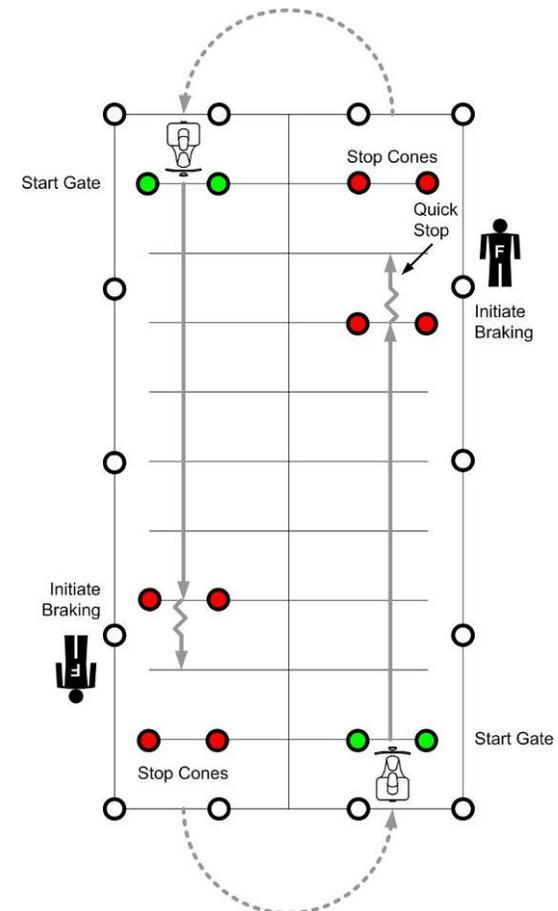
- Travel down range at 15–20 mph (25–35 kph) in the gear of your choice.
- At first stop cones, apply both brakes. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.
- Smooth braking, increasing pressure on the rear. Do not slide the front tire.
- Head and eyes up, looking well ahead.
- Cover the clutch
- Downshift to first gear.

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

Rider Self Evaluation Tips:

- **Not stopping in a short distance.**
Apply more even pressure to brakes pressing back into the seat.
- **Engine over revs when using the front brake.**
Close the throttle before braking. Avoid pulling back on the throttle when applying pressure to the front brake. Squeeze the front brake using all 4 fingers.

- **Not downshifting into 1st gear.**
*Begin braking and downshift at the first cone. Squeeze the clutch, downshift to first gear and apply **both** brakes at the same time. Do not release the clutch.*
- **Front or Rear tires skid.**
Not progressively applying the brakes. Use a smooth, progressive squeeze on the front brake and an increasing press on the rear brake.



There are two Facilitators at adjacent ends of the Range looking in the direction of their feet. They signal the Riders one at a time ensuring the previous Bike is clear before sending the next bike down the course.