



FORMATION RIDING

PRAHA CHAPTER
CZECH REPUBLIC



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PRAHA CHAPTER CZECH REPUBLIC



WE ARE IN THE CHAPTER TO RIDE AND ENJOY TOGETHER ...

However, every rider is obliged, during an organized ride by the PRAGUE CHAPTER, to comply with Act No. 361/2000 Coll. on Road Traffic and thus the instructions of qualified and properly informed persons, i.e., the Road Captain, Marshals, and Sweeper. Everyone who decides to ride does so at their own risk, and neither the PRAGUE CHAPTER nor any of the ride organizers assumes any responsibility for any damage to the rider or their motorcycle. On the contrary, every rider understands that if they do not comply with the aforementioned law and the instructions of the informed persons, they may be excluded from the ride.



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A FEW WORDS... "PRE-RIDE BRIEFING"

Before every ride organized by the PRAGUE CHAPTER, a pre-ride briefing takes place where the organizers inform the riders about the route, the RIDING METHOD (formation/group), and the securing of critical points.

Every rider is required to ATTEND the pre-ride briefing!



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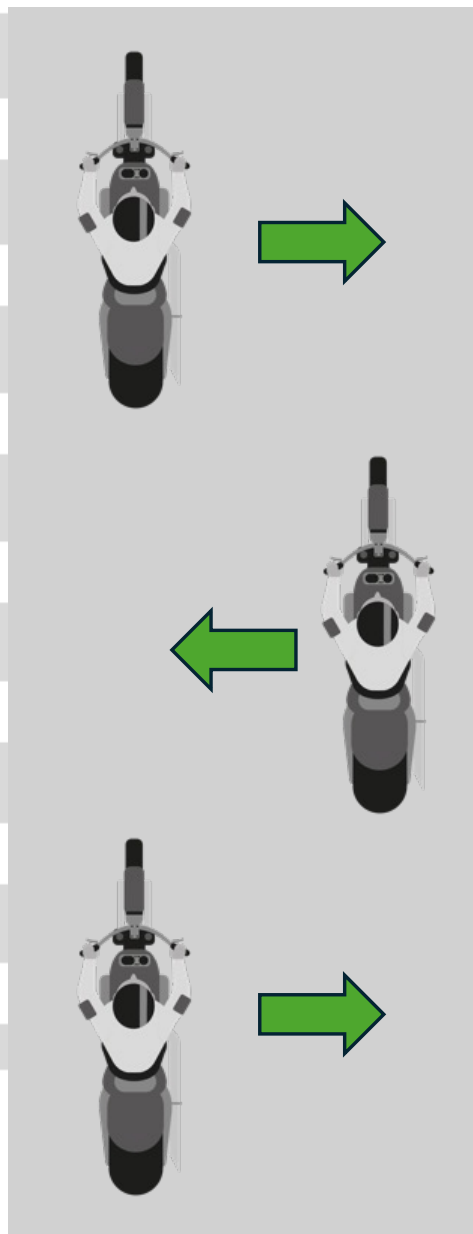
FORMATION ARRANGEMENT



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RIDING IN FORMATION



RIDING IN FORMATION STAGGERED RIDING METHOD

Motorcycles ride in two tracks, not side by side, but in a **staggered formation** (zipper method) for the ability to safely handle emergency maneuvers.

Every rider:

- Keeps an eye on the situation ahead
- Does not weave
- Maintains their line
- Keeps a **CONSTANT DISTANCE** from the rider ahead, depending on speed (never too large)
- Follows the instructions of the **Road Captain or Marshals**



FORMATION ARRANGEMENT



Position I – ROAD CAPTAIN

(inner track)

Status: "Qualified and Properly Informed Person"

- Leads the formation
- Determines the route, stops, and the speed of the formation
- Coordinates the formation

Position II – MARSHALS

(staggered formation)

Status: "Qualified and Properly Informed Persons"

- Ensure safe passage through critical points
- Coordinate the formation



FORMATION ARRANGEMENT



Position III – INFORMED RIDER (inner track)

- Separates the formation from the Marshals (positioned behind the Marshals)
- Creates space for the safe reintegration of Marshals back into the formation

Position IV – RIDERS (staggered formation)

- In order:
 - Less experienced riders and riders with lower-powered motorcycles
 - Riders with passengers
 - Other riders
 - TriGlides (three-wheeled motorcycles)



FORMATION ARRANGEMENT



Position V – SWEEPER

(inner track)

Status: "Qualified and Properly Informed Person"

- Closes the formation
- Prevents other vehicles from disrupting the formation
- Ensures the safe return of Marshals after closing critical points
- On highways, blocks other vehicles when the formation moves from lane to lane
- Assists with "dropped" bikes



PASSED SIGNALS

Signals That Pass Through the Entire Formation...

Riders repeat the signals given by the rider in front of them to inform the riders behind them, ensuring that the information reaches the end of the formation as quickly as possible.

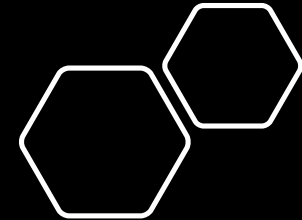


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STARTING

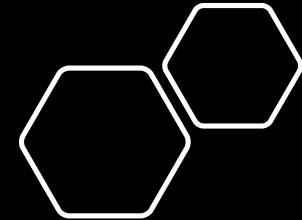
- Road Captain's signal
- The signal is performed by making a circular motion with the hand above the head while raising the index finger.





DEPARTURE

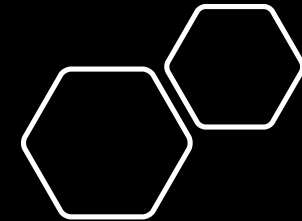
- Road Captain's signal
- The signal is performed by raising the right hand with the index finger extended and moving it forward.





CHANGE OF DIRECTION

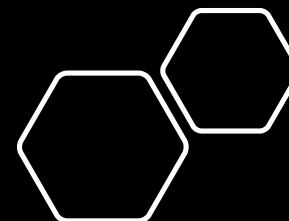
- Road Captain's signal
- The signal is made using the turn signal (indicator) supplemented with a hand gesture in the direction of the change.





CHANGE OF DIRECTION: ROUNABOUT

- Road Captain's signal
- The signal is given by moving the hand in the direction of travel/change of direction, with the turn signal (indicator) used only when exiting the roundabout.





OBSTACLE AVOIDANCE / OVERTAKING

(obstacle, overtaking, stationary obstacle, pedestrian, cyclist, etc.)

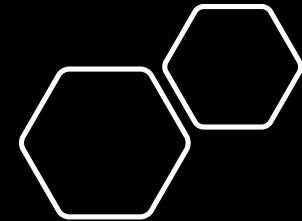
- Road Captain's signal
- The signal is given using the turn signal (indicator).





INCREASING SPEED

- Road Captain's signal
- The signal is given by moving the bent left arm up and down with the index finger extended.

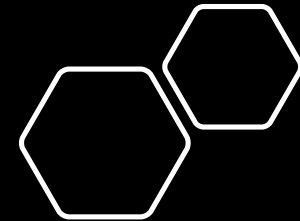




RIDE IN SINGLE FILE

(align into a single line, ride one behind the other)

- Road Captain's signal
- The signal is given with the left hand – an open palm facing forward – raised above the head.

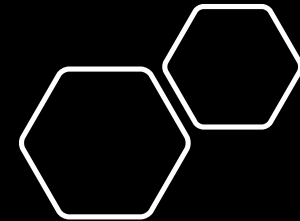




BACK INTO FORMATION

(re-align into two lines in a staggered formation)

- Road Captain's signal
- The signal is given with the left hand – making a "V" shape – raised above the head.

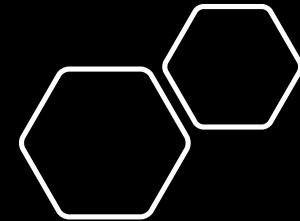
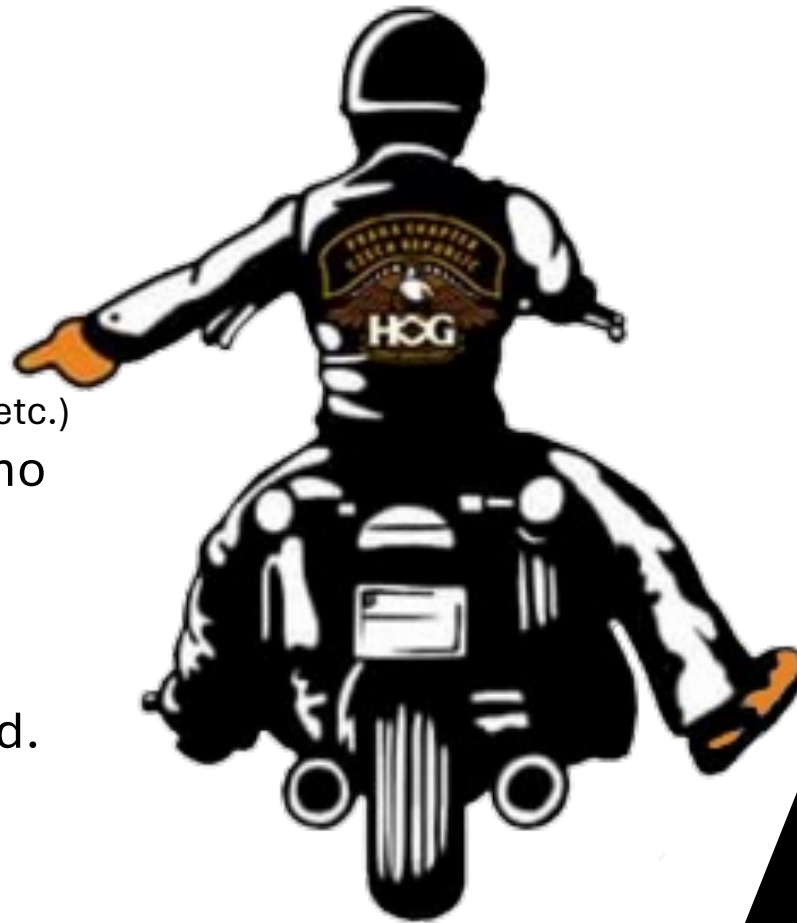




HAZARD ON THE ROAD

(pothole, gravel, dangerous object, etc.)

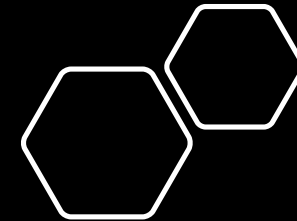
- Signal from any rider who spots the hazard
- The signal is given by pointing (with hand or foot) towards the hazard.





BRAKING / STOPPING

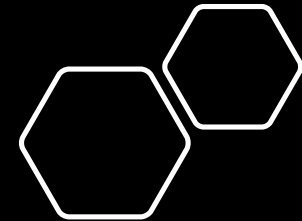
- Road Captain's signal
- The signal is given by moving the extended left arm up and down.





STOP – EMERGENCY SIGNAL

- Road Captain's signal
- The signal is given by extending the left arm with the palm open and facing backward.





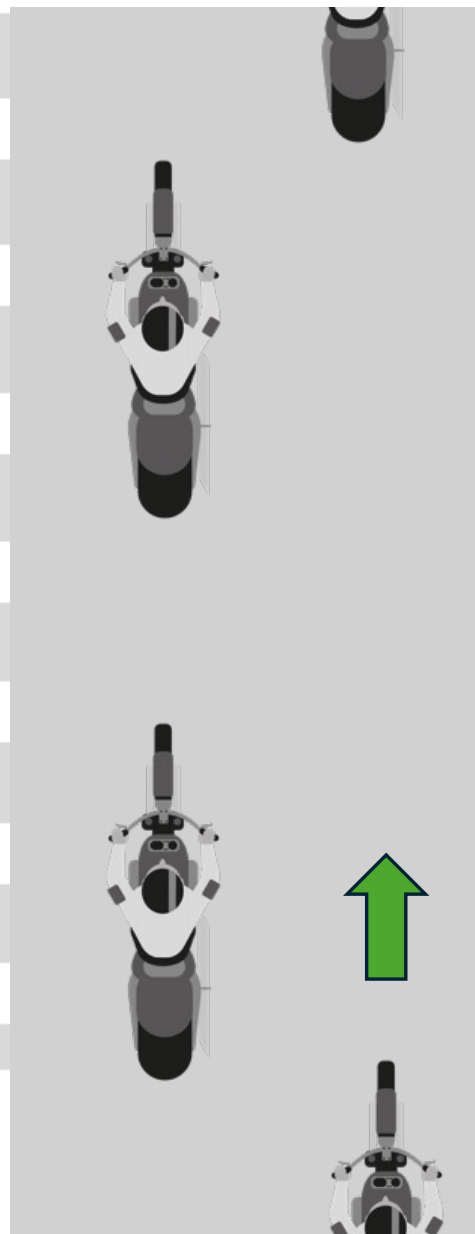
FORMATION MANEUVERS



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SPECIAL RIDER MANEUVER – FILLING A SPOT IN THE FORMATION

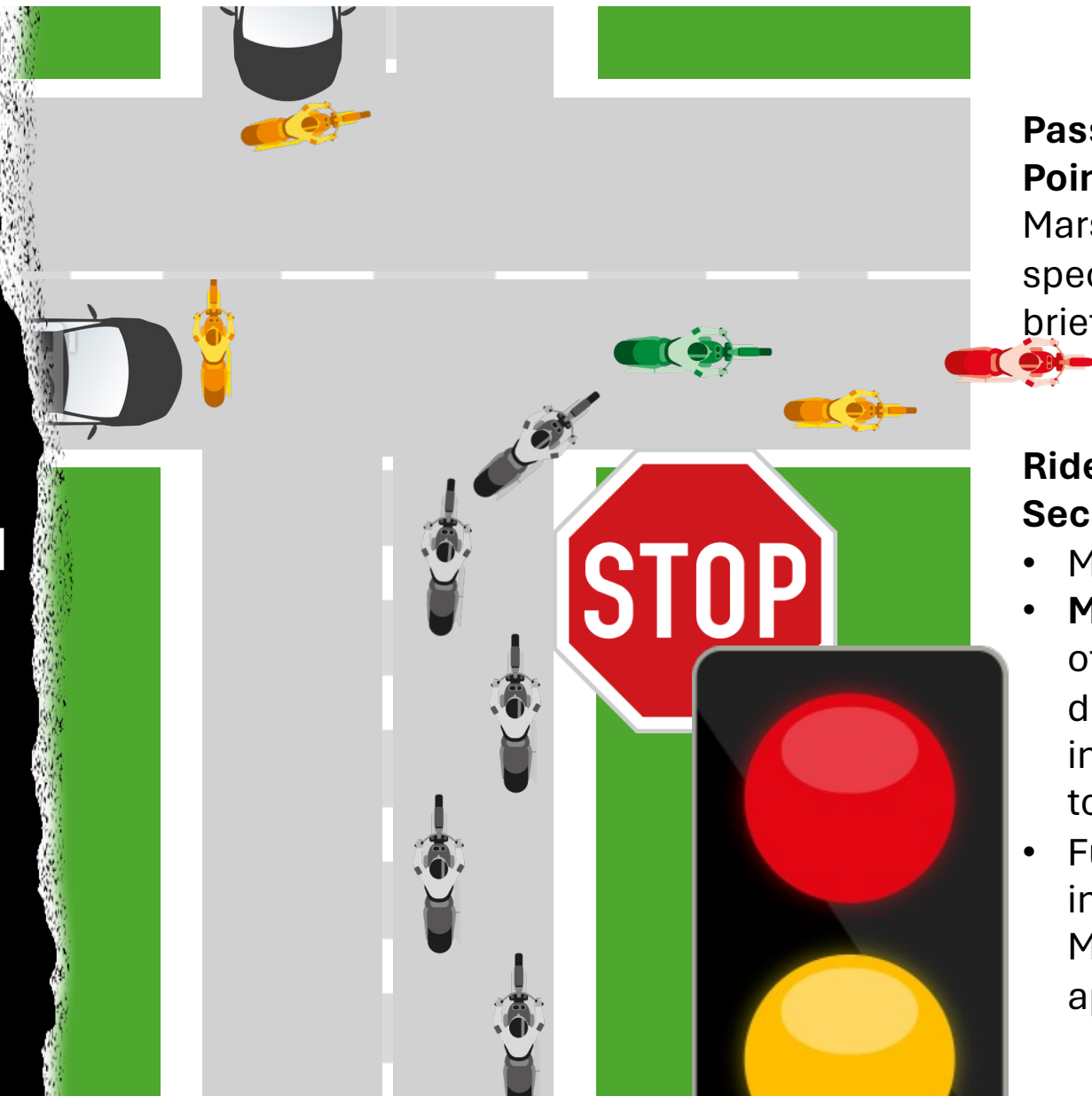


FILLING A SPOT IN THE FORMATION Staggered Riding Style

If a rider drops out, it is the responsibility of the rider in the same track behind the one who has dropped out to fill the vacant spot.



PASSING THROUGH CRITICAL POINTS



Passing Through Critical Points is managed by the Marshals, unless otherwise specified in the pre-ride briefing.

Rider in a Critical Area Secured by Marshals:

- Maintains formation riding
- **MUST NOT** stop or otherwise change direction and speed independently compared to the rider in front of them
- Fully respects the instructions of the Marshals and, if applicable, the Sweeper



PASSING THROUGH CRITICAL POINTS – RAILWAY CROSSING



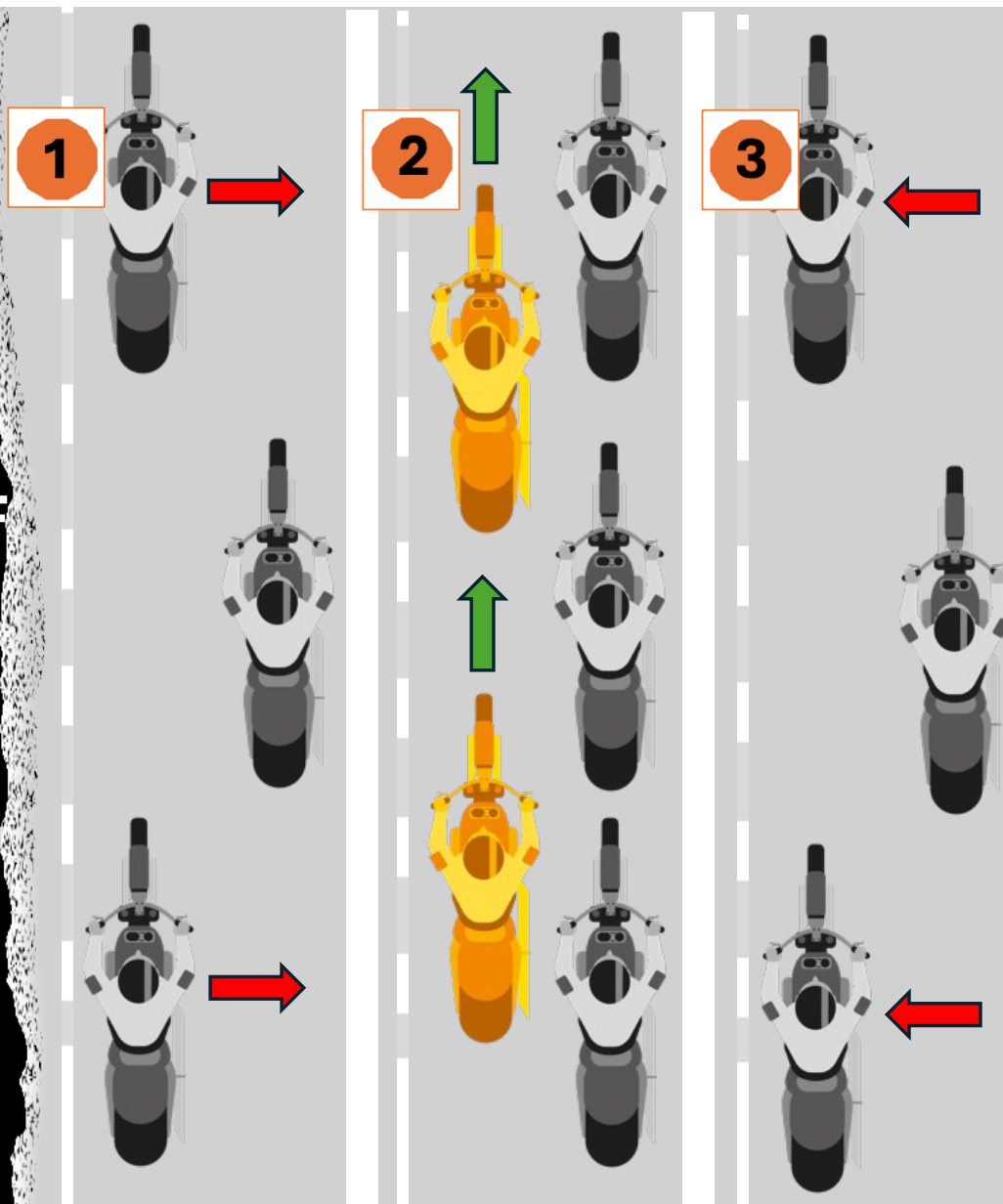
PASSING THROUGH CRITICAL POINTS – RAILWAY CROSSING

RAILWAY CROSSINGS ARE NEVER SECURED!!!

- The Road Captain will adjust the speed of the formation upon arrival.
- Each rider is individually responsible for ensuring safe passage.
- In case of formation disruption, the Road Captain receives information from the Sweeper and will stop the formation at the first safe location, waiting for the remaining riders to catch up.



RETURN OF MARSHALS TO POSITION



Each rider, especially the rider in the inner lane, constantly monitors the situation **BOTH IN FRONT OF AND BEHIND** them.

SITUATION 1

- The rider in the inner lane moves to the outer lane when the Marshals are approaching.

SITUATION 2

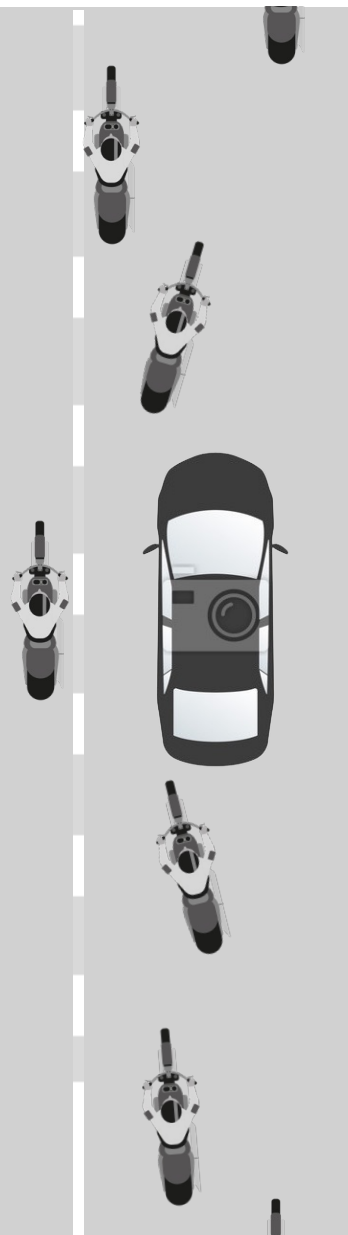
- Marshals safely pass through the inner lane.

SITUATION 3

- After the Marshals have passed, the maneuvering rider returns to the inner lane.



OVERTAKING



When overtaking, the so-called "SNAKE METHOD" is used

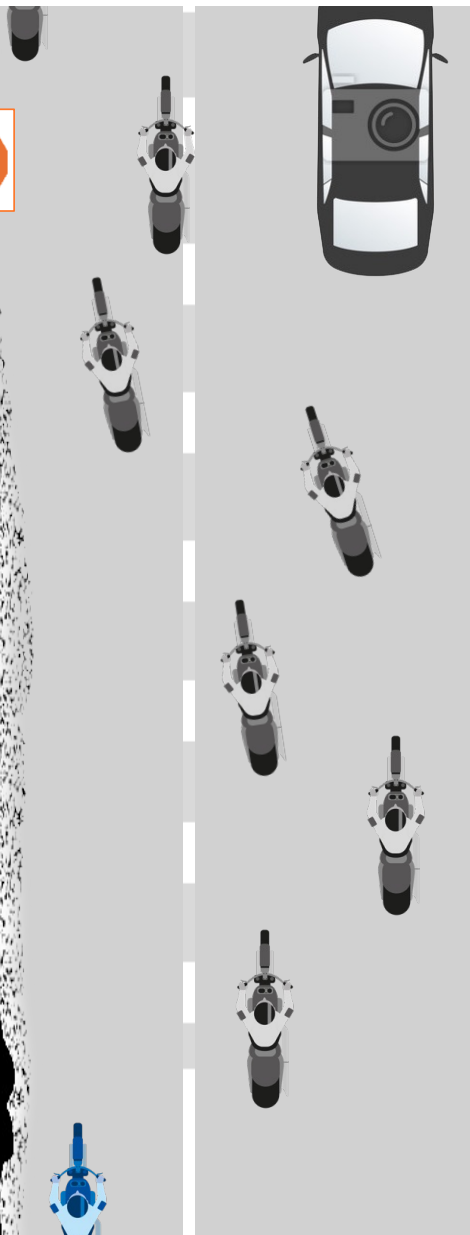
The rider during overtaking:

- Initiates the overtaking maneuver only after the rider in front and only if it is safe.
- **NEVER** swerves into oncoming traffic unless in the "lead" position.
- To safely execute the overtaking maneuver, accelerates in the same manner as the rider in front.
- After overtaking, leaves **SPACE** for the rider behind to merge back in = does not slow down and maintains the speed of the rider in front.

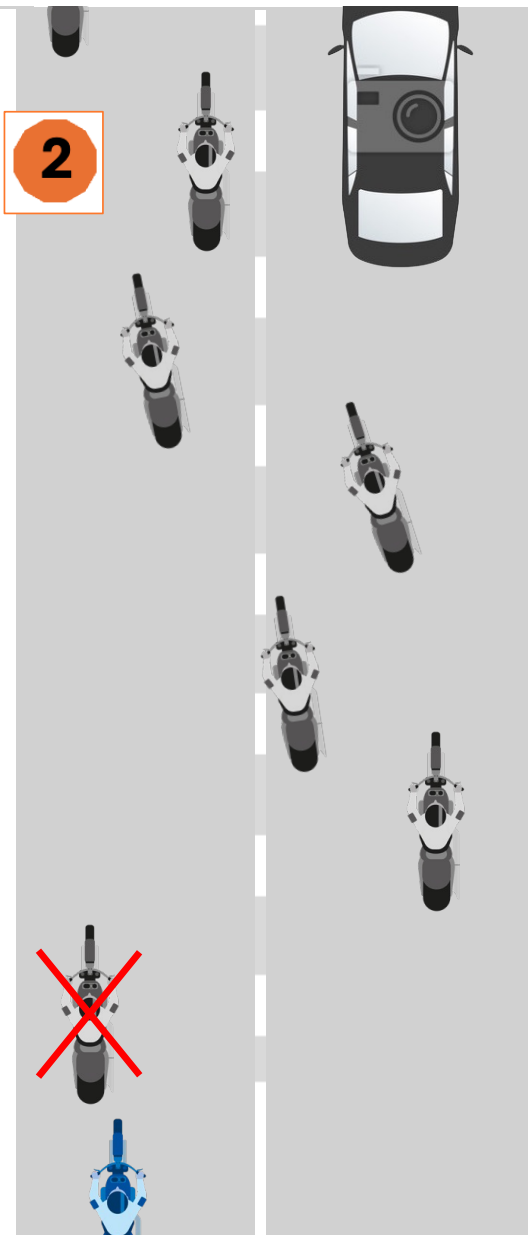


LANE CHANGE ON THE HIGHWAY

1



2



When changing lanes on the highway, the so-called "SNAKE METHOD" is used again

+ The Sweeper closes off the lane being entered.

SITUATION 1

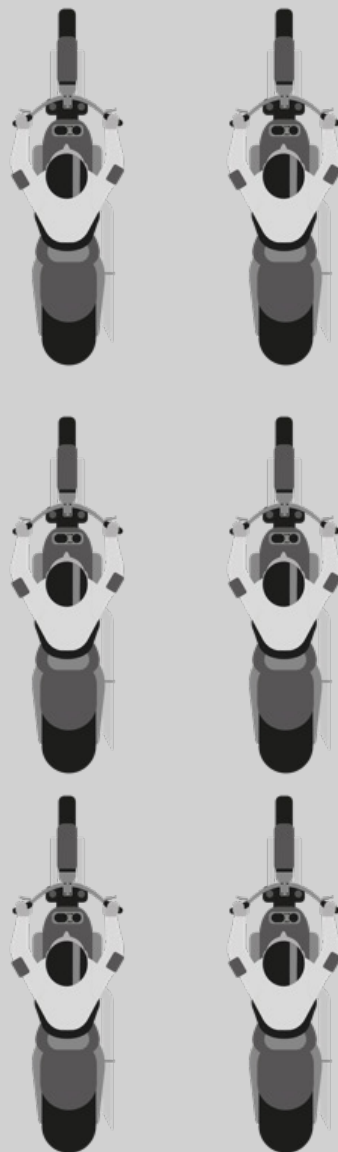
- OK

SITUATION 2

- NOT OK = The rider **NEVER** swerves unless in the "lead" position.



FORMATION STOP

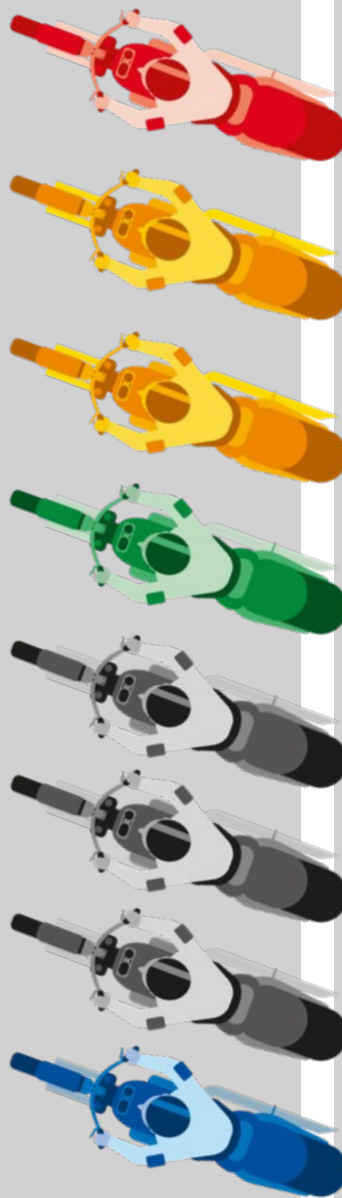


FORMATION STOP

Motorcycles in the formation riding in two lanes, using the staggered method, will close the gap so that when the formation stops, the motorcycles are side by side.



FORMATION PARKING



FORMATION PARKING

Motorcycles are parked, in the vast majority of cases, with the rear end facing the curb or edge of the parking area, in the order of arrival (RC, Marshals, etc.).

Why?

- This facilitates a smooth departure from the parking area when lining up the formation for the subsequent ride.
- **And additionally, it looks great!**



INDIVIDUAL SIGNALS

Signals directed at a specific rider...



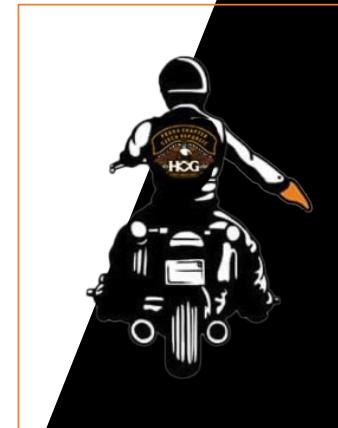
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MERGING INTO THE SECOND LANE

(transition from "single file" riding,
avoiding an obstacle, clearing
space for Marshals)

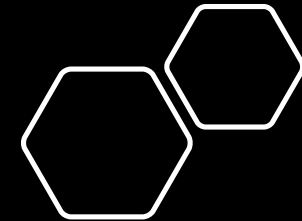
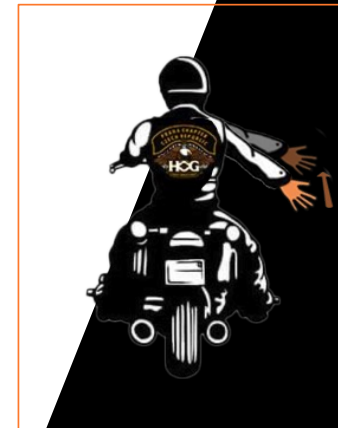
- Rider's Signal
- The signal is made by
extending the arm in
the direction of
merging.





CLOSE GAP/MERGE POSITION

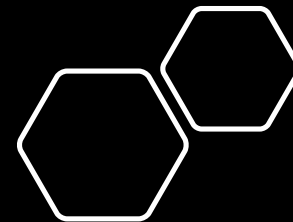
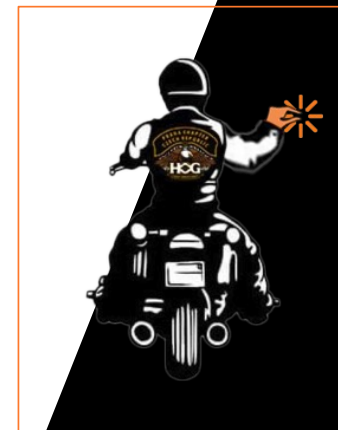
- Marshal's Signal, or another rider's
- The signal is made by extending the arm sideways with the hand facing downward and moving it forward.





TURN OFF TURN SIGNAL

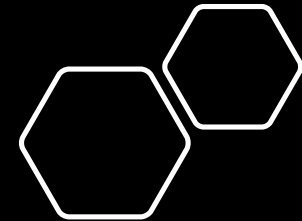
- Rider's Signal
- The signal is made by bending the arm and moving the fingers against the thumb.





"SAFE OVERTAKE"

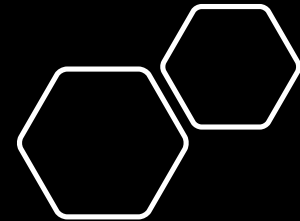
- Signal from the rider in the inner lane who has already overtaken
- The signal is made by extending the left arm sideways for the entire duration of the signal.





RETURN "NOT SAFE TO OVERTAKE"

- Signal from the rider in the inner lane who has already overtaken
- The signal is made by extending the left arm with a bent elbow and a closed fist.

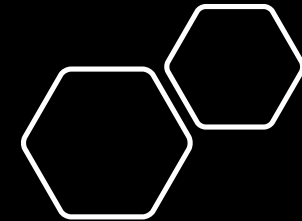
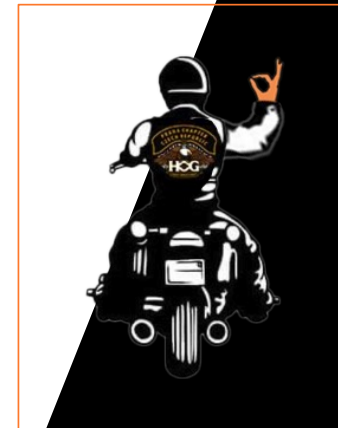




SPECIAL SIGNAL "OK" LEAVING THE FORMATION

(not due to a breakdown)

- Signal from the rider, especially the Sweeper
- The signal is made by extending the arm with a bent elbow and making an "OK" gesture with the hand.





Thanks, ride safe, and enjoy!

Sources Used: Act No. 361/2000 Coll., Act on Road Traffic (Road Traffic Act), HOG PRAHA CHAPTER archive, photo archives by Petr Nyč, Michal Krška, Jiří Paleta

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