

# What is M-SAT?

(Motor-officer Skills and Advanced Techniques)

The short answer is a hell of a good time on your motorcycle with fellow chapter members. Kind of a "bike night" in the saddle rather than a chair or bar stool (although we sometime do a little of that too, afterwards). Motorcycle skills practice with more REAL riding than a month of poker runs.

Now that being said, most everyone will find something that can dramatically expand their skill level and make them a more confident and safer rider. How accomplished a rider you want to become is up to you. Up to and including the skill level expected of motor officers and/or entry level riding competition.

This is NOT a basic riding course. In fact, it would be a logical step *beyond both* the MSF BRC (Basic Rider Course many take to obtain the motorcycle certification on their driver's license) and the MSF ERC (Experienced Rider Course). Minimum of one year's riding experience is recommended.

## Advanced Section

The purpose of the Advanced Section is to promote progress from merely riding the bike to truly *commanding* it. It is important to understand that these exercises should be accomplished in order. Each is designed to build a skill necessary for the next exercise. At the conclusion of the Advanced Section, the rider is riding at a skill level less 10% of riders ever reach - easily at the level expected of police motor officer candidates.

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|--------------------------------------|----------------------------------|
| 1. Adjusting the bike to the rider   | 11. The Offset Gate Weave        |
| 2. Friction zone and rear brake      | 12. The U-Turn                   |
| 3. Head and eyes concepts            | 13. The Intersection             |
| 4. Max safe lean angle - soft scrape | 14. The Figure 8                 |
| 5. Gyroscopic lean                   | 15. Counter-steering             |
| 6. One foot stops                    | 16. Braking Exercises            |
| 7. The Slow Race                     | 17. Three reasons bikes tip over |
| 8. The Slow Weave                    | 18. Picking up a downed bike     |
| 9. Doorknob grip                     | 19. Delayed apex                 |
| 10. The Circle Exercise              | 20. Hang-off                     |

Quick Stop (Emergency Stop)\*

Quick Swerve (Emergency Swerve)\*

\*The Quick Stop and Quick Swerve are coached as stand-alone EMERGENCY skills that EVERY experienced rider should know and practice each time they ride.

## Pro/Motor Officer Section

The Pro/Motor Officer section is for those that really want to be top riders, not just weekenders. Successful completion, or demonstrated command, of each of the Advanced Section exercises is a non-negotiable prerequisite for entry to the Pro/Motor Officer Section. Attempting the Motor Officer exercises before being in command of the Civilian Division curriculum is an invitation to unnecessary damage to the bike and possible injury to the rider. Again, accomplishing each of these exercises in order is the quickest way to success.

1. Motor Officer Offset Gate Weave
2. Motor Officer Figure 8
3. Motor Officer Counter Steering
4. Keyhole
5. Motor Officer Intersection
6. Brake and Escape
7. 90 Degree and 140 Degree Pull Out
8. Motor Officer Strategies
9. Track days (Optional)
10. Close Quarters Team Riding (Optional)

Upon completion of the Pro/Motor Officer Section of this curriculum, most riders are riding at the level expected of police officers to qualify for graduating motor officer training.

Regards,

Rocket

CVMA VA 27-2 Safety Officer