

Victory Review

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CRD - Motor Unit



Doug,

We have had a motorcycle unit since 2008 with our fleet of 6 Kawasaki KZ1000's. As the fleet began to age, we began looking into what we would use to replace them. We have been riding Victory's since July 2014. We just purchased a third Victory which will be delivered soon. Since we have had the two we currently ride, we have had \$0 worth of maintenance; other than the routine oil changes. I currently have 16,500 miles on my motorcycle.

Last winter I broke off my saddlebag lid. I called VPM and told them what had happened. VPM had a new lid with our department graphics on the saddlebag and in the mail within 2 hours from my phone call. They even sent me a photo before they shipped it and it didn't cost a dime. Mike Schultz and Nita Buckner have always answered my phone calls no matter the time of day or day of the week. They are very busy with all of the departments switching to Victory, but always seem to find the time to help me address any issue.

We went to Tucson AZ last April for Motorcycle Instructor School for 2 weeks. We were so confident on the Victory by day 3 of school; Mike Schultz entered us into the Southwest Police Motorcycle Competition in Phoenix. Needless to say I was nervous. I had never competed before and I was still only in the first week of instructor school, but I welcomed the challenge. Mike Schultz and Kenny Vaughn were our instructors and they had taught us so well, we placed in the top 5 out of 132 competitors. Keep in mind that the person that went with me was my Sergeant, who had not ridden the Victory yet. So needless to say, it's a great police motorcycle. If you choose Victory, please try to attend the instructor school if you can. It helped me out tremendously with the transitioning.

When I was researching the different platforms, we looked at Harley, BMW and Victory. BMW was not an option because the closest dealer was either in Wichita KS or Colorado Springs CO (4-5 hours either direction from us). Harley had 2 dealers within 60 miles. But Harley would only warranty the motorcycle itself for 2 years. Victory not only warranted the motorcycle, but anything they added to it for 5 years and unlimited mileage. Harley also wanted to charge us over \$3000 for maintenance contracts per motorcycle. With Victory, we simply mailed them our radios for the motorcycles we already had and they installed them, put all of the equipment on the motorcycles we needed, did the graphics we wanted and delivered the motorcycle to us ready to go to work. What also sold us on the Victory, was that they trained out fleet maintenance personnel to work on our motorcycles, so we didn't need a dealer to do the work.

What we also looked at was the end cost of the motorcycles. If any of the other motorcycles were purchased, we needed to have graphics, radios, lights, and all of the other equipment installed so what was the end cost to the department would be considerably higher. Most just see the initial

price differences and do not take into account the other expenses. If you are thinking of competitions or turning radius with the Victory, trust me from my experience I can turn my Victory in 18. Not to brag, but I can also do it one handed. This just proves the motorcycle is safe and smooth to handle. The officer safety aspects from the crash bars, skid plates, etc. all also helped sell the motorcycle. The old saying of it's not if it's when you will crash on a motorcycle is a true statement. But with a Victory, if you go down, you can ride it down, with no injury to the rider or the motorcycle. That was huge with us. Every police department looks at ways to limit liability and risk. The Victory police motorcycle helps eliminate a lot of that risk. Also while we were down at Victory for instructor school, we saw a Victory on the rack being worked on. It had been involved in a "t-bone" collision. We were told that it had been at approximately 30 miles per hour. The only real damage was to the right side engine guard bar, which is forged steel. We were told the officer had only a sprained wrist with no other injuries and the only reason why the motorcycle was taken apart was to verify all of the other parts were not cracked, which they weren't.

I was also impressed to find out the Motorcycle was from Georgia and VPM policy is in the event of a crash where the department feels they may not be able to easily repair the MC locally due to all the electronics we add such as radar, Video, radios, and all the other equipment we add to the bikes they will pick it up, return it to the factory and return it no charge to the department except for the actual crash repair itself of course. Who else does this for us?

I don't really have anything negative to say about Victory. We have had a good experience. They are busy trying to fill orders, order replacement parts etc. but they have always talked to me and helped me address my concerns. Working with third party vendors on certain items can sometimes delay getting some items, but that's rare that a delay happens.

Also visit Victory Police Motorcycles YouTube channel. You can see how the motorcycles perform and against the other platforms. I know Mike Schultz does do demos of the motorcycles, so you might want to reach out to him to see if he can schedule one for you.

Here is a link to our instructor school training day 3. The snowman measurements are 18', 19' and 20'. The keyhole at the end of the video is 18'. The reason we are doing it one handed is to show how confident we were in the motorcycle and how safe and smooth it is to operate.

<https://www.youtube.com/watch?v=qXL7uSEIc70>

<https://www.youtube.com/watch?v=lx4wYrTUjQE>

I hope this information helps. Feel free to contact me if you need anything else.