

Victory Review

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Bruce,

A quick bit of background, I have been a certified motor officer since 2001. Since being certified, I have ridden both Harleys, the Honda ST1300PA, KZ1000 and BMW before ever getting on the Victory Commanders. I am a motor instructor and had the opportunity to test the Victory. Before doing so, it was my opinion that Honda was the better bike but that quickly changed.

Everyone gave me trouble because I bragged about the Honda for about 2 years up until the Victory test. I am completely sold on the Victory. Our department ordered the Victory's but due to the newness of my Honda I was stuck initially. I just recently was able to trade the Honda off for a Victory Commander I. I had to wait almost a year due to no one else on the motors wanting to ride the Honda. Last June, I did get to compete on my supervisor's Victory in a local competition and did pretty well. Out of 32 officers, I placed 3rd after being on the Victory for less than 5 hours total. It was more like 3 1/2 hours. After the first run, I was tied for 1st place but ended up losing by only 3 seconds. It is difficult to compare how I did on the Victory to how I rode the Honda because I had been riding it for about 2 years. Could I have beaten my time that I had on the Victory? Sure, but I also have a lot more seat time on it as well. In a second competition on my supervisor's bike, I finished in the top 5 without consistently being on the Victory. I travelled to Coppell, TX where I competed on the Victory with a decent showing.

The way I explain the Victory is that it looks similar to the Harley but performs more like the Honda. We have put the Victory through a 2 week motor school and it took a beating but kept on moving. I am not sure the Harley could have taken the abuse during this school. The Honda would have had considerable damage as well.

Now for the key points I like about the Victory...The power is great! It has so much torque that you can really get moving. The skid plate on the underside protects the bike and you in a tactical situation. The safety that the Victory provides is not even touched by any other Police Motorcycle available. As much as I like the Honda, it doesn't even compare. I can take the Victory down and pop it back up almost effortless. While practicing the morning of the first competition, I entered the keyhole (360) and went down. When I did, I accelerated and kicked out about 3 cones but popped the bike back up and exited the exercise. I have only been able to pop the Honda up once and a handful of times on the Harleys. Another thing I like is not having to worry about the kickstand. If you forget to pull it up and take off, it won't cause you to go down or even keep the bike from starting. Start out with the stand down and it will pop up without an issue.

I like the fact the bikes are all wired the same with the only differences being the accessories each department chooses. You don't have two bikes with equipment installed by two different people in two different ways.

Victory will train a mechanic free of charge. I spent several days in Tucson learning more about the Victory and completing the service training for the Victory Police Motorcycles. As a result, I have learned to do a lot of things to the bikes myself which eliminates or reduces down time if something were to happen.

Sorry to go on so much and brag on the Victory so much. I just can't stop talking about it because I think it is such a good thing. I have heard the Kawasaki Concourse is not what it is cracked up to be but cannot speak on that as I have not had a chance to ride that bike. I recently read an article where Kawasaki recalled their

Concourse police models due to an electrical problem (let me know if you want that article). I like the fact the Victory comes to you ready to run and built from the ground up with the officer in mind while taking in input gathered from law enforcement. That just proves there is someone out there listening to see what we want in a police vehicle. Once you really look at the Victory one thing is apparent, they listened! It is amazing they fixed what most of us have complained about for years with our Police Motors.

In the first 6 months we had our first two Victory's, we only spent \$45.37 on it after 5192 miles. During the same time span, we spent \$196.42 on one of our Harleys. More than \$1000 was spent on the Honda due to it being dropped by one of our mechanics while being serviced. It cracked the fairing.

*The last two competitions that I have competed in on the Victory, I competed head to head with Harley. At the Heartland Police Motorcycle Competition in 2013, I was Top Gun. May of this year at the 2014 Digital Ally Midwest Police Motorcycle Challenge, I finished 2nd overall after going down as a result of operator error. There were scrapes on the bike, I only had road rash on both arms, bruised ribs and a bump on my eye. Some of the information above could be a little old but good. If I was told that we were going back to ALL Harley fleet, I would consider turning in my wings. That is how much I believe in the product of the Victory.

You had asked about braking. I would put the Victory up against any other police bike, and I feel I could stop sooner or comparable to where they stop.

If you are interested in seeing how the Victory performed, here is one of many videos on YouTube. <http://www.youtube.com/watch?v=xYdTFajjkGM>

Let me know if I can answer any more questions, and I will try to keep it short and sweet. Be happy to help out if I can. It is easy to brag on a bike I believe in.

Good luck and take care!