

Victory Review

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Mike,

I've been riding my Victory now for five months, and wanted to give you a quick update. I'm glad to report the bike is still meeting and exceeding all expectations. I currently have 7000 miles and I'm glad to report that I've had zero issues with the bike to date. This Victory replaced my 2008 Harley-Davidson Road King police bike, and I can confidently say that this bike is superior in every aspect. My fears that this bike would be an excellent road and work bike, but a poor cone bike were unfounded. From day one we made no modifications to our standard driving course, and after a short transition period were able to complete all of the driving pad obstacles with zero errors on the victory.

It's easy to compare my Victory motorcycle to the Roadking, since my unit retained two as trainers and back up bikes. Riding both back to back it becomes clear why the Victory is able to perform so well on the driving pad, in spite of it being at a disadvantage with a longer wheelbase and slightly heavier weight. The Victory is very precise, letting you put it at an exact lean angle and hold it there. It's low center of gravity helps in making transitions, and lends itself to be rock solid stable when leaned over going through obstacles. The other surprise was how good the clutch is. With easy modulation and the ability to put it at an exact friction zone, this makes the bike very easy to ride through the course once you stop riding it like a Harley. With the Victory able to go through the driving course as well as my RoadKing, but still have all of the upgraded safety and crash features, that's a big win in my book.

Now for the next surprise, actually working and riding the bike on the road. I knew the bike would be more comfortable, faster, and easier to ride. But the thing that surprised me the most, is that it actually turns tighter on the street than my Roadking. I was making U-turns on roads that I had done hundreds of times on my Roadking, but now was making the turns with feet to spare. At first it puzzled me since both bikes are so close on the driving pad, but it appeared the victory had a clear advantage on the road. But why? Then I realized that when I am on the driving pad, I modify my seating position on the Roadking by sliding all the way to the very front of the seat. While this is not the most comfortable, it gives me the best attack position and makes the bike handle much better. While working on the Roadking, I obviously wasn't doing this, since it was not very comfortable and I was more worried about just making the turn to go get the violator. With the Victory on the other hand, my seating position stays the same. So the same training and muscle memory that I do on the driving pad, translates directly to my road riding.

I believe this is huge, since this comes down to consistency. Whether you're going through an 18 foot keyhole or an 18 foot back alley, your muscle memory, training, and positioning will always be the same. As cops, we are always trained that in times of stress you'll always revert back to your training and muscle memory. So you have to ask yourself in that split-second when you're trying to avoid that vehicle, or patch of roadside gravel, will you remember to alter your riding position?

This has really opened my eyes on how I evaluate a motorcycle. Had I focused on just a cone bike, I would have missed out on a superior work bike. Chasing cones around a driving pad doesn't necessarily translate to on road performance, which I found out. Don't get me wrong, the Victory can chase cones with the best of them, that's just not all it can do. To wrap this up, I love this bike.