

MEETING AGENDA

December 2025



1. **PLEDGE of Allegiance**
2. **Introductions – MMA Officers**
3. **General Announcements:**
 - We encourage your participation:
 - **Please visit www.mmaofca.org**, links are at the top of the page.
 - **The 2025 profiling survey** is available on the MMA website. Please take a moment to look it over. It only takes two minutes.
 - **CalGANG letters: - AB 90** If you receive a letter, immediately contest it with your local sheriff's department within 14 days of the date on the letter. The authorities do not go by the date that you receive it. After contesting the letter, contact any MMA board member for further assistance. You can also email us at mmaofca@yahoo.com. **Do not** delay getting assistance.
 - **The new and improved MMA website is up and running. You will find meeting locations, days and times on the MMA homepage.**
 - **Bike nights and open houses will also be listed on the MMA homepage.** Only events will be listed on the calendar, but any announcements are welcome at meetings.

4. **President's Notes:**

The holidays are upon us, and we'd like to thank you all for your continuing support of the MMA. The annual toy run has been our focus for several months and due to all of the hard work of our volunteers should be a huge success.

I'd like to give a shout out to our MMA up north that had one hell of a great toy run at the end of November. They had a parade of lights with motorcycles and a local car club. Plenty of toys to distribute and lots of happy children. Check out the videos and photos of their awesome work on the MMA's website and Facebook page.

Shark Law, our new sponsor, made a generous donation to both The Far North as well as the Sacramento toy runs. A big thanks to them again.

Both our Event Coordinator and Business Manager were successful in obtaining some air time with a local television station. Tom Love and I were interviewed for a show that aired on Dec. 3rd on channel 10 as well as Tom making some appearances on Bikers Inner Circle internet radio show. Our host for the Toy Run (Maita Subaru) will also be on Good Day Sacramento to

promote our event. Thank you, Levi!

We are aware that the coming months are full of holidays and many of our regular division meetings will be on hold until next year. Be sure to check the meeting calendar on the website to make sure that your meeting is still on for this month.

As always, we appreciate all volunteers. Please contact a board member if you are interested in helping.

Dave (Top Gun) Battles
MMA of California, President

ITEMS TO WATCH:

Fortunate for you all tonight, there has been no legislative moves in over a month. So tonight, we have some motorcycle specific information for you.

Is Premium Gas in a Motorcycle Worth It or a Waste of Money?

Recently, there's been a myth circulating that filling a motorcycle tank with premium gas in the hopes of better performance and range. At most gas stations, premium fuel is usually an octane-blend that's rated 91, higher than the regular 87. However, the higher rating doesn't represent more energy. Instead, it is a measure of the fuel's ability to handle engine knock, which is a kind of uncontrolled internal combustion that can damage pistons in high-compression engines.

Premium automatically gives the impression of superior quality, which, in turn, is equated with better engine performance. Extensive research and testing do not support this view. Yamaha, for example, recommends using standard unleaded fuel for most of its motorcycles. It's not that premium fuel would harm your motorcycle, but it also doesn't make it faster or more efficient. With fuel costs rising exorbitantly, it makes little sense for anyone to pay the extra buck for the premium fuel when it makes zero difference.

This is true even for larger vehicles with high-end engines, like the BMW M5 or the Ford F-150, both of which showed marginal power gains or slightly better operation under extreme loads when tested by Car and Driver. In short, unless your motorcycle's manual requires premium fuel for its compression ratio or tuning, you're not paying for more performance. You're just paying more.

Not all motorcycles can do well with just the regular fuel. Some have special requirements for high-octane fuel, mandated specifically by their manufacturers to avoid knock. These motorcycles are equipped with high-compression engines, found normally in sports or performance models, and run very hot as they put more pressure on the fuel-air mix inside the cylinder. This kind of pressure can cause the fuel to detonate early, which creates the sharp ping or knocking sound you sometimes hear.

Using regular gas in those engines can cause loss of power, poor mileage, and even trigger the check-engine light or limp mode. That's why some

modern engines really need premium gas. If your owner's manual says Premium Unleaded Required, then it's no longer a choice between premium and regular gas. Choosing to opt for regular fuel in this case may reduce performance and make the engine prone to long-term damage. In some cases, you may even lose any warranty claims you have due to negligence on your part.

So while there is no disadvantage to using premium fuel except the higher price, there aren't many clear cut advantages of using it if you don't really need it. Just stick with what your manufacturer recommends, and you should be fine.

Should You Use Premium Gas in a Harley-Davidson?

Short answer is YES.

While Harley-Davidson motorcycles may have once been the domain of a thick wallet. The least expensive of the classic "big twin" lineup, the Street Bob, carries a suggested price of \$15,999 with zero options. That can easily balloon to more than \$45,000 for a top-of-line touring bike like the CVO Road Glide ST or the \$110,000 limited-edition CVO Road Glide RR that lets you pretend you're in your very own King of the Baggers race.

The good news is that as Harley prices have escalated, so has performance. For the 2025 model year, the latest Milwaukee-Eight series of V-twins bring between 98 and 153 horsepower to the party. To accomplish that, a fairly high compression ratio between 10.3:1 and 11.4:1 is utilized. That, friends, calls for premium fuel. And indeed, a quick browse through the Bar and Shield's official owner's manual confirms as much; a minimum pump octane rating of 91 is required for every new Harley we researched, including the brand's Revolution Max-powered models like the Sportster S and Nightster.

So far, we've covered the octane requirements of new Harley-Davidson products, but what if you're the owner of an older bike, like one with a twin-cam engine that ran from 1999 to 2017? Know that the owner's manual for those years also specifies minimum 91-octane gasoline.

What is the MMA?

The **MMA of California** is dedicated to preserving the individual freedoms of all motorcyclists while promoting safety, education, and community involvement. We support comprehensive rider training and safety programs, and our members proudly give back through charitable efforts such as our fireworks booth and annual toy run.

We actively protect motorcyclists' rights through direct participation in the political process, standing against legislation that threatens rider freedoms in California and across the nation. As a non-partisan organization, we welcome all riders and provide a united voice for everyone with a passion for motorcycling.

At the MMA of California, we believe that all riders—from casual enthusiasts to dedicated lifelong motorcyclists—are brothers and sisters with shared interests and a common commitment to freedom.

Ride Righteous, Spit Shine