

MEETING AGENDA

October 2026



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 2026 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 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.
 - **Please let us know if you have any issues with the website so that we can get it resolved.**
4. **President's Notes:**

Good evening MMA of California members and guests. I just returned from Milwaukee for the annual MRF Meeting of the Minds conference. A class that was given at the conference was specifically about insurance coverage I wanted to discuss this topic that I have been advocating for some time now. You should have Uninsured Motorist (UI) and Under Insured Motorist (UIM) on your insurance policy. What I have learned is that if you have either of these, your insurance will not pay out anything greater than what your coverage is. If you have a 50K policy and the at fault driver has the same, you can only collect 50K, even when the damage exceeds this amount. If you have a 50K policy and the at fault driver only has 25K, you will only be able to claim 25K on your UI UIM regardless of total damages. This is B.S.!

However, there is a lesser-known alternative that will cover the total cost of the damage, lost wages, etc. If you have a homeowners or renters insurance policy, you can add an umbrella policy which normally comes in one-million-dollar increments. They generally are not that expensive to add and can save

you from a load of grief. Be sure to have all of your vehicles listed on the policy. I suggest you ask your agent about this next time you speak with them.

Thank you;

Dave (Top Gun) Battles
MMA President

ITEMS TO WATCH:

SB 1392, Leno's Law:

Governor Nuisance just signed AB1392 into law.

"Jay presented better arguments, better evidence, that these are not commute cars. That's what we're trying to regulate, appropriately, 99% of those cars that are out there on the roads 24/7. And if we start to over-regulate, we're going to lose people," said Newsom, after signing the bill... How that statement is laced with irony...

Nonetheless, as we have covered here previously, beginning January 2028, vehicles model year 1980 and earlier will be exempt from smog requirements IF they meet certain requirements. By 2033 that moves up to 1985. They must have collector car insurance, or the owner must be able to verify it is driven no more than 1,000 miles annually.

Is this a home run? No. But it's a step in a very unreasonable state. So, for that we are thankful.

Can You Jump Start A Dead Motorcycle With A Car Battery? (Jalopnik)

While prevailing misconceptions might have you thinking otherwise, it's entirely possible to jump start a dead motorcycle using a car's battery, as long as they are both 12 volt. Get the car battery as close as practical to the motorcycle battery. Use the appropriate gage jumper cables and ensure you have good contact. + to + and - to -! First, try to start the motorcycle without the car/truck running. The concern is the size charging system on the vehicle providing the electricity. If you have a diesel truck, you certainly should jump without the truck running. They have a huge charging system. If it's a smaller car you might need to run the engine to get a little extra juice as they have smaller charging systems. If you have an EV reference your owner's manual because I have no idea.

The best solution is to take care of your motorcycle's battery. Have it on a tender if you aren't going to be riding for a few days. That's just cheap insurance. And replace your battery every 4 to 5 years.

The First 150-MPH American-Built Production Motorcycle (Jalopnik)

Alright, motorcycle fans. Go ahead and conjure a mental image of an American motorcycle. Got one? It's likely a Harley-Davidson or Indian motorcycle, right? While Harley-Davidson isn't always America's top-selling

motorcycle brand, Indian and H-D are the country's highest-volume motorcycle producers by a wide margin. That said, American motorcycles have been around for well over 120 years, and the two biggest brands certainly aren't the only domestic motorcycle marques. You might even be surprised to learn that the good ol' Bar & Shield wasn't the first bike brand to build a production American motorcycle capable of 150 miles per hour. Spoiler alert: it wasn't an Indian motorcycle, either. However, Harley-Davidson wasn't completely out of the picture.

The star-spangled speed demon came from a wholly unexpected source. No, the first production motorcycle from a domestic American brand traces its lineage to racing rider and visionary bike builder Erik Buell. The bike in question is the Buell 1125R. An American bike so different, it traded rumbly pantomime for raw, not-so-naked speed. It used a good ol' V-Twin to do it, too. Not an American one, mind you.

The Buell 1125R was the first American production motorcycle that could hit 150 MPH and keep climbing.

Erik Buell founded his quirky, unorthodox motorcycle company back in 1983. Until 2009, when Buell's parent company Harley-Davidson pulled the plug, most of the brand's bikes made use of Buell-designed chassis and Harley-derived V-Twins to create American sport bikes unlike the sort of motorcycles you'd find coming off the line in Milwaukee. Then there was the 1125R.

Instead of going for a spicier take on a Harley-Davidson twin, the Buell teamed up with BRP-Rotax to produce a dual-overhead cam 1125cc (69 cubic-inch) V-Twin. The Austrian-built engine was uncharted waters for the motorcycle manufacturer. The BRP-Rotax Helicon engine was the first liquid-cooled mill used in a production Buell. Push the 1125R towards its sky-high 10,500-RPM redline, and the Buell was good for 146 horsepower at 9,800 RPM. As you might expect with numbers like that, the Buell is fast. Superbike fast. When the 1125R was brand new, it could hit a top speed of **170 miles per hour**.

The 1125R didn't have long to do its thing, though. The 2008 model year was the first for the 1125R, and by 2009, Harley-Davidson had made the decision to shutter Buell altogether. Save your tears. The Buell namesake, despite not having Erik at the helm, is back at it. The brand's new Super Cruiser is extremely popular. How popular? Earlier this year, the revitalized Buell secured loans from the government to scale up production and get things up to speed. Things are looking promising.

Coming Events:

*All events are listed on the MMA website <https://www.mmaofca.org> *

Oct 3	SAC 81 Biketober Fest
Oct 10	Henchmen House of Horrors
Oct 10	SB Freaks Party

Oct 17	Wanderers Octoberfest
Oct 17	Back from Hell Anniversary Party
Oct 24	Americans Baggers of Candy
Oct 24	Hellbent Exotic Ball Halloween Party
Nov 7	Local Loco's Day of the Dead Party
Nov 14	Misplaced Souls Veterans Day Party
Nov 21	Infamous Kings Turkey Drive