

APRILIA RS 457 :  
REALLY A "SEGMENT KILLER"?

APRIL 2025

ISSUE 001

**RS457**

HIMALAYAN BRAKELINE -  
DESIGN FLAW?

SAVE MONEY ON  
MOTORCYCLES!!!  
GT 650 OWNERSHIP

RISE OF ANTI SQUID  
SQUAD

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HIMALAYAN 450 DESIGN FLAWS	<b>04</b>
Insights from ownership perspective	
APRILIA SERVICE WOES	<b>06</b>
Horrible ownership experience	
GT 650 OWNERSHIP	<b>09</b>
Straight from owner's experience	
HOW TO SAVE MONEY ON MOTORCYCLES?	<b>11</b>
Insider tips and tricks	
LATEST MOTORCYCLES LAUNCHES IN INDIA	<b>13</b>
Upcoming launches	
EJEAS Q8 REVIEW	<b>14</b>
A short review of budget intercom	
RISE OF ANTI SQUID SQUAD	<b>15</b>
A movement uprising	







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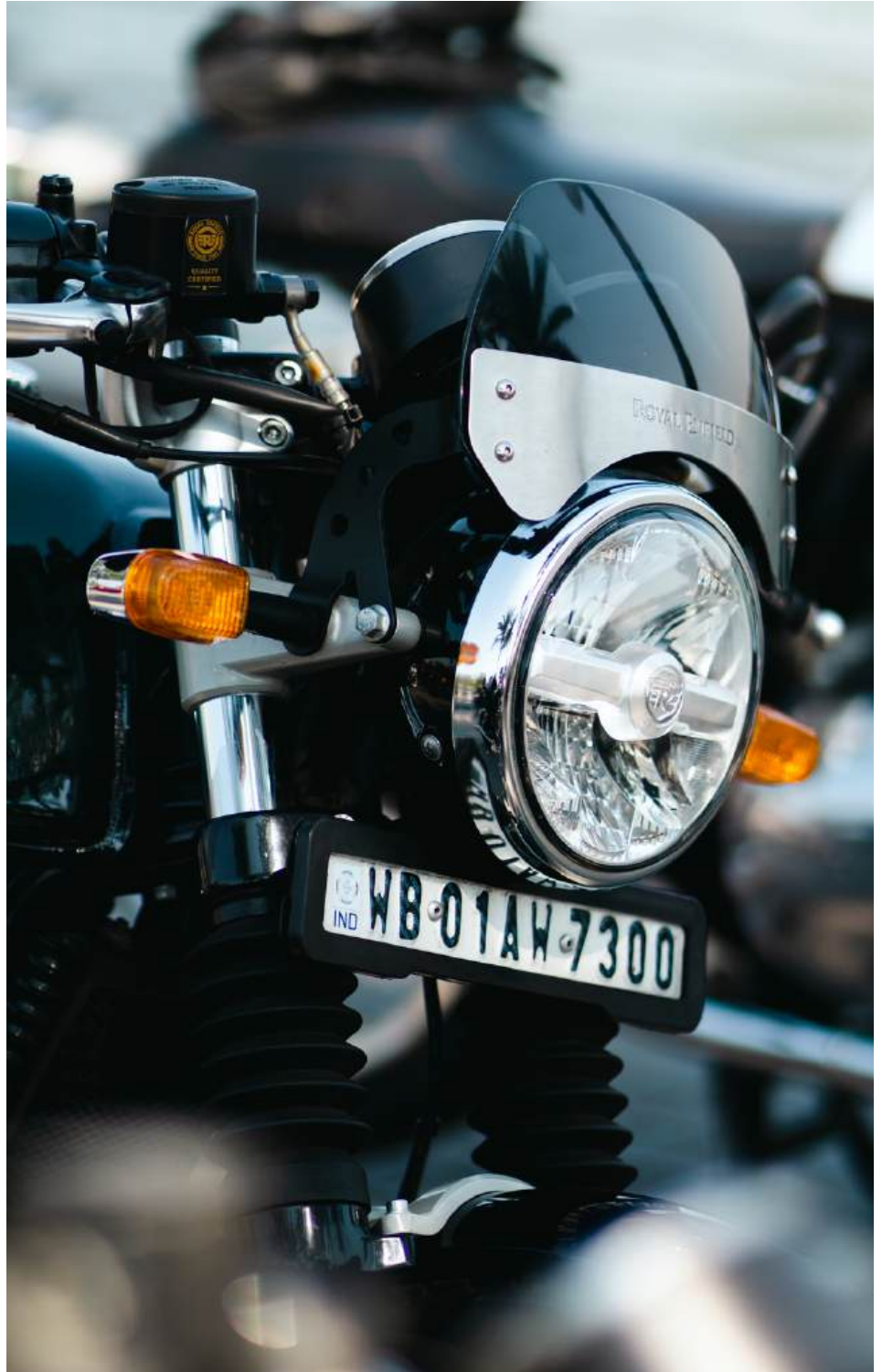
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## FROM THE EDITOR

From the Editor

Dear Readers,

Welcome to this issue of Inline4News, where we bring you the latest updates, in-depth reviews, and stories from the world of motorcycles. This edition is special—not just because of the exciting content inside, but because of the conversations it sparks within the riding community.

Motorcycling is more than just a hobby; it's a way of life. Whether you're a commuter weaving through city traffic, an adventure tourer exploring distant lands, or a speed enthusiast chasing the thrill of the track, there's something that connects us all—the love for two wheels.

However, with this passion comes responsibility. In this issue, we shed light on rider experiences, manufacturer accountability, and industry developments that impact every motorcyclist. From new launches and racing highlights to gear reviews and real-world ownership experiences, we've packed this edition with insights that matter.

One of the key stories this month is a first-hand ownership experience of the Aprilia RS 457, highlighting the challenges of buying and maintaining a premium motorcycle in India. It's a reminder that brand reputation alone isn't enough—customer service, transparency, and dealer ethics play a crucial role in shaping rider satisfaction.

As we continue to grow, Inline4News remains committed to honest, unbiased journalism in the motorcycle world. We value your thoughts, feedback, and contributions, so don't hesitate to share your riding stories and experiences with us.

Until next time, ride safe, ride hard, and always keep the rubber side down!

Inline4News

Moto Zoh

EDITOR-IN-CHIEF



# HIMALAYAN 450 DESIGN FLAWS

## Insights from ownership perspective

The Royal Enfield Himalayan 450, launched with much anticipation, is now under scrutiny due to reports of front brake line failures. This issue has raised serious safety concerns among riders, particularly those who use the bike for off-road adventures. What was initially dismissed as an isolated problem now appears to be a fundamental design flaw that could put riders at risk.

### **The Issue: Front Brake Failure**

Multiple owners have reported that the front brake hose on the Himalayan 450 is prone to failure, especially during off-road riding. In several cases, the hose has been found to get caught in the front tire, leading to either a snap or a leakage, which results in a complete front brake failure. Some riders have experienced sudden loss of braking power without any prior warning, a situation that can be extremely dangerous, especially on rough terrain.

This issue has been widely discussed among riders, with one notable incident being highlighted on social media, where a rider faced unexpected brake failure while navigating a trail. Given the critical role of front brakes in motorcycle control, this problem demands immediate attention.

### **The Suspected Design Flaw**

The root of the issue appears to be poor routing of the front brake line. Unlike most adventure motorcycles, where the brake hose is securely positioned to prevent unnecessary movement, the Himalayan 450's brake line is loosely routed. This makes it vulnerable to excessive flexing and movement, especially during suspension compression on rough terrain.

One of the key concerns is that there is insufficient clearance between the brake hose and the front tire. During off-road riding or jumps, the suspension compresses, bringing the brake line dangerously close to the spinning wheel. Over time, repeated contact can weaken the hose, leading to cracks or complete failure. Additionally, the mounting points of the brake line do not provide adequate stability, increasing the chances of wear and tear.



PHOTOGRAPHY BY ANIRBAN | 7K\_RPM







### Rider Complaints and Discussions

Several Himalayan 450 owners have shared their experiences on motorcycle forums like **Team-BHP**, pointing out that the brake line routing is flawed. Some believe that **removing the inner front mudguard or changing the front tire** could increase the risk, but there have also been reports of failures in completely stock motorcycles.

Many riders have noted that the problem becomes more prominent during aggressive off-road riding, where **suspension travel increases the likelihood of hose interference with the tire**. The growing number of complaints suggests that **Royal Enfield may need to recall or redesign the brake line routing** to prevent further incidents.

### Temporary Fixes for Riders

Until Royal Enfield officially acknowledges the issue and provides a permanent fix, riders can take some preventive measures to reduce the risk of brake failure. One of the most crucial steps is to **regularly inspect the brake line** for any signs of wear, leaks, or unusual bending near the fork and tire area. Riders should also consider **securing the brake hose with additional zip ties or rubber clamps** to restrict unnecessary movement.

Another important precaution is to **avoid removing the front inner mudguard**, as doing so may expose the brake hose to more external forces, increasing the chances of damage. Additionally, some riders have opted for **aftermarket steel-braided brake lines**, which offer better durability and allow for improved routing, reducing the risk of contact with the tire.

### Should Royal Enfield Issue a Recall?

Given the severity of the issue, many in the motorcycle community believe that **Royal Enfield should issue a recall for affected models**. A logical step would be to provide a **redesigned brake hose routing kit** to current owners while incorporating a stronger securing mechanism in future production models.

At present, **Royal Enfield has not officially acknowledged the issue as a widespread defect**. However, with more cases surfacing, the company may be forced to address the problem to maintain its reputation and rider trust.

### Final Thoughts

The **Himalayan 450's brake line issue is a serious safety concern** that goes beyond a minor defect. The fact that multiple riders have faced **sudden brake failure** suggests that this is not an isolated problem but a **design flaw that demands immediate attention**. Until an official solution is provided, **Himalayan 450 owners should stay vigilant, inspect their bikes frequently, and take preventive measures** to ensure safety.

If you own a Himalayan 450, **check your front brake system now and report any issues to Royal Enfield service centers**. Your safety should always be the top priority.

# Horrible ownership experience: I

Buying a motorcycle is often an emotional journey, especially when it involves a premium brand like Aprilia. However, for one rider, the experience of purchasing the **Aprilia RS 457** has been anything but smooth. From **price discrepancies** to **serious mechanical issues**, his journey highlights potential concerns that other buyers should be aware of.

## Booking and Pricing Irregularities

The rider initially booked the **Aprilia RS 457** on **July 24, 2024**, paying ₹10,000 as an advance. Wanting to test ride the bike, he reached out to multiple Aprilia dealerships in Kolkata but found that only **Ghosh Automobiles, Birati** had the RS 457 in stock. Upon visiting the showroom, the dealer assured him that **all the negative reviews online were false** and convinced him to proceed with the purchase. Excited about owning the bike, he **immediately paid ₹1.35 lakh** on the same day.

Over the next two days, he made further payments, bringing his **total down payment to ₹2.35 lakh**, while the remaining amount was financed through an EMI loan. However, he soon noticed **discrepancies in the pricing documents**. The **total showroom payment amounted to ₹5,14,719**, but the loan document listed the **asset cost as ₹5,08,826**. Furthermore, the **sales receipt showed a price of ₹4,19,679**, while the **insurance papers mentioned ₹3,98,695**. Concerned about these inconsistencies, he **emailed Aprilia on March 23, 2025**, seeking clarification. As of now, he is still awaiting a response.

## Mechanical Issues from the First Service

The problems didn't end with pricing concerns. After the **first free service**, the rider noticed that the **engine refinement had dropped**, and the transmission felt **stiff and rough**. When he questioned the service technician, he was told it was normal and that the issue would resolve itself with time.

By the **second service**, he decided to install the **auto-blipper quick shifter** as the bike had already clocked **6,500 km**. After the service, the bike initially felt **smooth and flexible**, and he even took it on a **240 km long ride**, followed by another **240 km ride** and a few short spins, totaling around **750 km**. However, shortly after, the bike **developed severe power lag issues**, especially in **first and second gears between 1,000 and 4,500 RPM**. The throttle response became weak, and it felt like the bike was **choking, similar to running out of fuel**. Even in higher gears, the bike **struggled to maintain top speeds**, now barely touching **170-175 km/h**.

OWNERSHIP REVIEW OF ARKA @ARKO\_D\_RS457  
PHOTOGRAPHY BY ANIRBAN | 7K\_RPM





### Attempts to Fix the Issue

Alarmed by the sudden drop in performance, the rider took the bike back to the service center. The technician suggested that a **dirty throttle body** might be the cause. Since he was short on funds, he opted for a free **ECU update**, which initially seemed to fix the issue. However, after riding **just 20 km**, the bike **started jerking again** in low gears.

Frustrated, he **tried cleaning the throttle body** at a reputed superbike garage, **Moto Mores Garia**, but the issue persisted. He then returned to the **Aprilia service center at Ghosh Automobiles**, where they kept the bike for **two days**. He specifically asked them to check for problems with the **lower engine gasket (which was leaking oil)**, the **injector**, **spark plug**, **O2 sensor**, and **ECU software**. On **March 23, 2025**, when he went to pick up the bike, he faced another frustrating experience. No one at the service center **explained what repairs had been done**. He had to **ask multiple times** before being told that the **throttle body had been cleaned**, the **injector and O2 sensor were fine**, and the **air filter and spark plugs had been checked**. Despite his concerns about the **engine gasket**, he received vague answers, with the service desk vaguely suggesting that it had been replaced under warranty. However, upon checking the bike, he **still noticed oil patches around the gasket**, raising doubts about whether the replacement had actually been done.

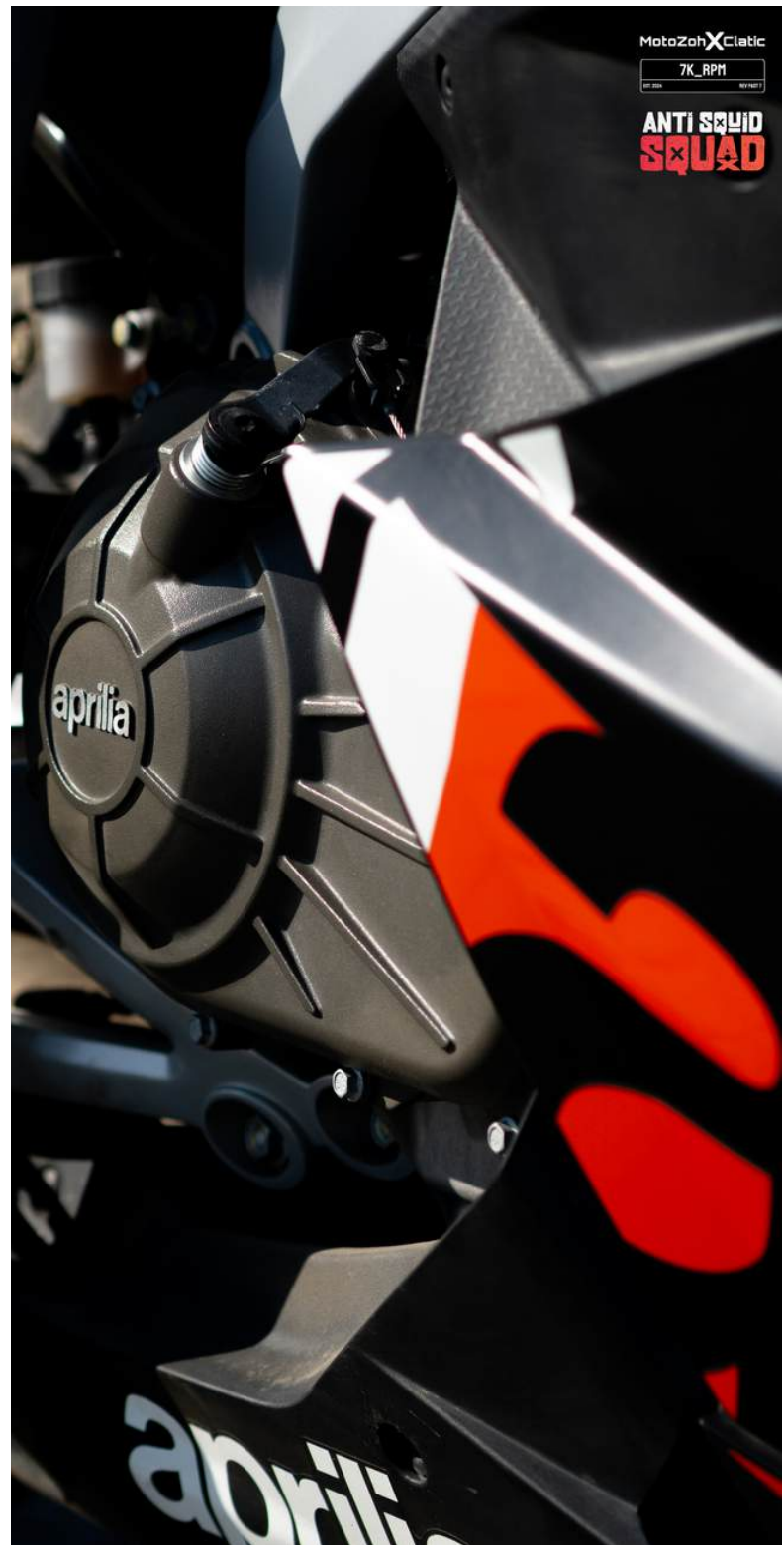
### Ongoing Issues and Lack of Support

Even after the service, the **power lag issue persists**, and the bike still requires **extra throttle input to gain speed**. Although he hasn't done another **top-speed test**, he **felt power drop even at 121 km/h**. Additionally, the **dealer charged him again for a throttle body cleaning**, which had already been done **just ten days earlier**. He was **not allowed to test the bike before making the payment**, and no one at the service center assisted him with any queries.

### A Broken Dream?

The rider is now left questioning whether he has fallen victim to a **scam**. What started as a dream purchase has turned into a **mentally exhausting ordeal**, filled with **hidden charges**, **poor service**, and **unresolved mechanical problems**. Having spent all his savings on this bike, he is now **losing faith in motorcycles altogether**. Despite reaching out to Aprilia for answers regarding the **pricing irregularities**, he has yet to receive a response. With **his bike still not performing properly**, he remains uncertain about how to resolve these ongoing issues.

This case highlights the importance of **transparency in dealership pricing**, **reliable after-sales service**, and **proper quality control from manufacturers**. For potential buyers of the Aprilia RS 457, this rider's experience serves as a cautionary tale—**do your research**, **ask questions**, and **demand accountability from dealerships and manufacturers alike**.



PHOTOGRAPHY BY ANIRBAN | 7K\_RPM



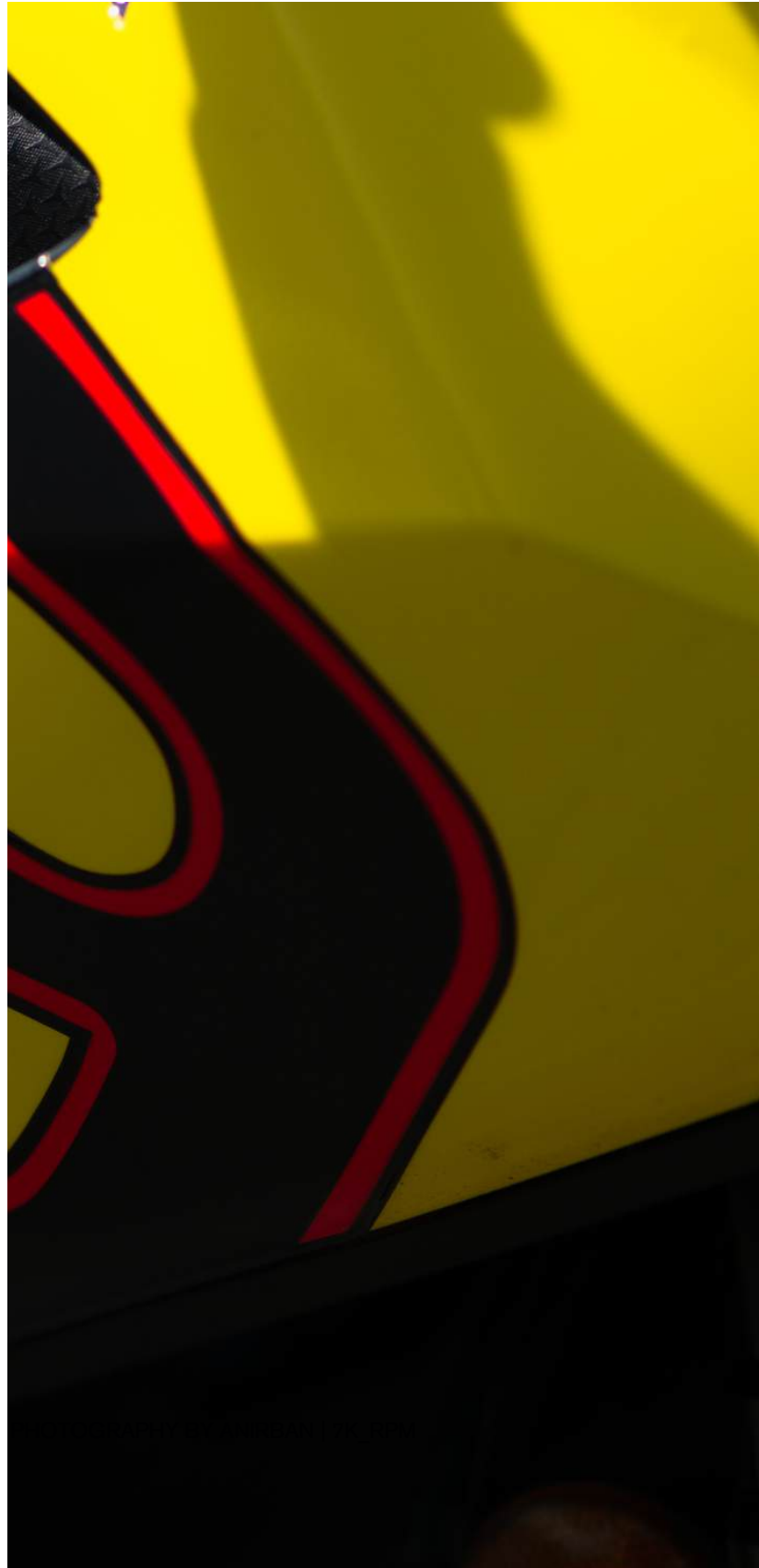


# Horrible ownership experience: II

Ayon, a motorcycle enthusiast from Kolkata, India, recently shared his challenging experience with his Aprilia RS 457, which he purchased from Ghosh Automobiles, Kolkata, on November 16th. Owning both the RS 457 and an Apache 160 4V, Ayon was meticulous in following the proper break-in procedure and ensuring timely service for his bike. However, after clocking around 3,000 km on the odometer, he began noticing a drop in overall performance. The most concerning issue was the top-end speed—where the bike struggled to go beyond 160-170 kmph, a noticeable decline from its expected performance.

Seeking a solution, he approached the service center in Kolkata, where technicians reset the throttle line, and an initial test ride suggested an improvement. However, after taking the RS 457 on a 500 km tour, he realized that the power output still felt lower than expected. During a more detailed analysis using the Aprilia app, Ayon observed that while the power and gas opening flatlined at 100%, the RPM and speed maxed out at 8100-8300 RPM and 158-160 kmph, respectively. Concerned by these readings, he emailed Aprilia India, leading to another inspection of the bike. This time, Aprilia's technicians collaborated with their Kolkata counterparts, but after testing the bike, they concluded that it was functioning "as per standard." One technician reported achieving 170 kmph in 5th gear and deemed the bike problem-free, dismissing Ayon's concerns. Determined to get to the root of the issue, Ayon conducted another expressway test on flat terrain. Despite holding the bike at full throttle in 6th gear for over 30 seconds, the RS 457 remained stuck at 8100 RPM and 159 kmph. Frustrated, he immediately contacted the service center, only to be told they would not accept the bike unless instructed by Aprilia India. The situation took another turn when Motoplex Hyderabad, an Aprilia dealer, reached out after seeing Ayon's Instagram reel highlighting the problem. Unlike the Kolkata dealership, the Hyderabad team offered technical support, even suggesting a potential transfer of the bike to their service center for repairs. Unfortunately, the Kolkata service team refused to collaborate, dismissing the assistance from Motoplex Hyderabad. With nowhere else to turn, Ayon escalated the matter to Aprilia India's regional head, who eventually ensured the bike was taken back for inspection. As of today, his RS 457 remains at the Kolkata service center, with no clarity on what steps Aprilia will take to diagnose and resolve the issue. This frustrating ordeal raises concerns about service quality and accountability from Aprilia's Kolkata dealership. While Motoplex Hyderabad displayed commendable customer service, the lack of proper diagnosis and refusal to cooperate from Kolkata's dealership highlights a significant gap in after-sales support. Ayon, like many other passionate riders, had high hopes for his dream bike, but his experience so far has been anything but smooth. He now waits in uncertainty, hoping for a resolution and a return to the performance he initially expected from his Aprilia RS 457.

OWNERSHIP REVIEW BY AYON CHATTERJEE  
PHOTOGRAPHY BY ANIRBAN | 7K\_RPM



# GT 650 OWNERSHIP

## Straight from owner's experience

The Royal Enfield Continental GT 650 is a motorcycle that beautifully blends retro café racer aesthetics with modern engineering, making it an appealing choice for riders who appreciate classic design but also demand performance. As one of the flagship models in Royal Enfield's 650cc twin-cylinder lineup, the GT 650 offers an engaging riding experience, strong highway performance, and a design that pays homage to the café racer culture of the 1960s.

### Engine & Performance

At the heart of the GT 650 is a 648cc parallel-twin engine, producing 47 horsepower and 52 Nm of torque. This powerplant delivers a smooth and linear power curve, making the bike both thrilling and manageable. The six-speed gearbox, coupled with a slipper clutch, ensures effortless shifts, whether you're cruising through the city or hitting the highway. The exhaust note is another standout feature—deep, throaty, and incredibly satisfying for enthusiasts. The riding dynamics are significantly better than Royal Enfield's older single-cylinder models. The GT 650 feels planted and stable, especially at high speeds. It's not the fastest in its segment, but it delivers strong mid-range torque, allowing for easy overtakes without excessive downshifting. However, at very high revs, there is some noticeable vibration, which reminds you of the bike's classic Royal Enfield DNA.

### Handling & Comfort

With its clip-on handlebars and rear-set footpegs, the GT 650 has a committed riding position, making it ideal for spirited riding and aggressive cornering. However, for long-distance touring, the forward-leaning stance can become slightly uncomfortable. If you're looking for a more relaxed riding position, the Interceptor 650 might be a better option.

The chassis is well-balanced, and the steel tubular frame provides excellent feedback in corners. Braking is handled by ByBre calipers with dual-channel ABS, providing strong stopping power with good feedback.

### Design & Build Quality

The classic café racer styling is one of the GT 650's biggest selling points. With its sculpted fuel tank, round headlamp, and twin-pod instrument cluster, the bike exudes an old-school charm that never goes out of style. The fit and finish have improved significantly compared to older Royal Enfields, with high-quality switchgear, well-painted panels, and minimal vibrations from the body.

The stock seat is firm, which complements its sporty intent, but for riders planning long rides, a softer aftermarket seat might be a worthwhile upgrade. Additionally, the clip-on handlebars, while aesthetically appealing, might not be the most comfortable for long touring rides.



CREDIT: THIS OWNERSHIP REVIEW IS BASED ON INSIGHTS SHARED BY AMAD AHMAD WASIM.







CREDIT: THIS OWNERSHIP REVIEW IS BASED ON INSIGHTS SHARED BY AMAD AHMAD WASIM.

#### Fuel Efficiency & Practicality

The Royal Enfield Continental GT 650 delivers a mileage of around 22-28 km/l, depending on riding style, road conditions, and throttle input. While it isn't the most fuel-efficient bike in its class, it maintains a reasonable balance between power and economy. Riders who enjoy spirited rides and high-rev cruising may experience mileage closer to the lower end of the spectrum, while those maintaining steady speeds on highways can extract better fuel efficiency.

With a 13.7-liter fuel tank, the GT 650 offers a respectable range, making it suitable for short highway runs and weekend rides. However, for long-distance touring, frequent fuel stops might be necessary, as the effective range is around 300-350 km before needing a refill. Some riders opt to carry additional fuel using auxiliary canisters when traveling through remote areas where fuel stations may be scarce.

#### Storage & Touring Considerations

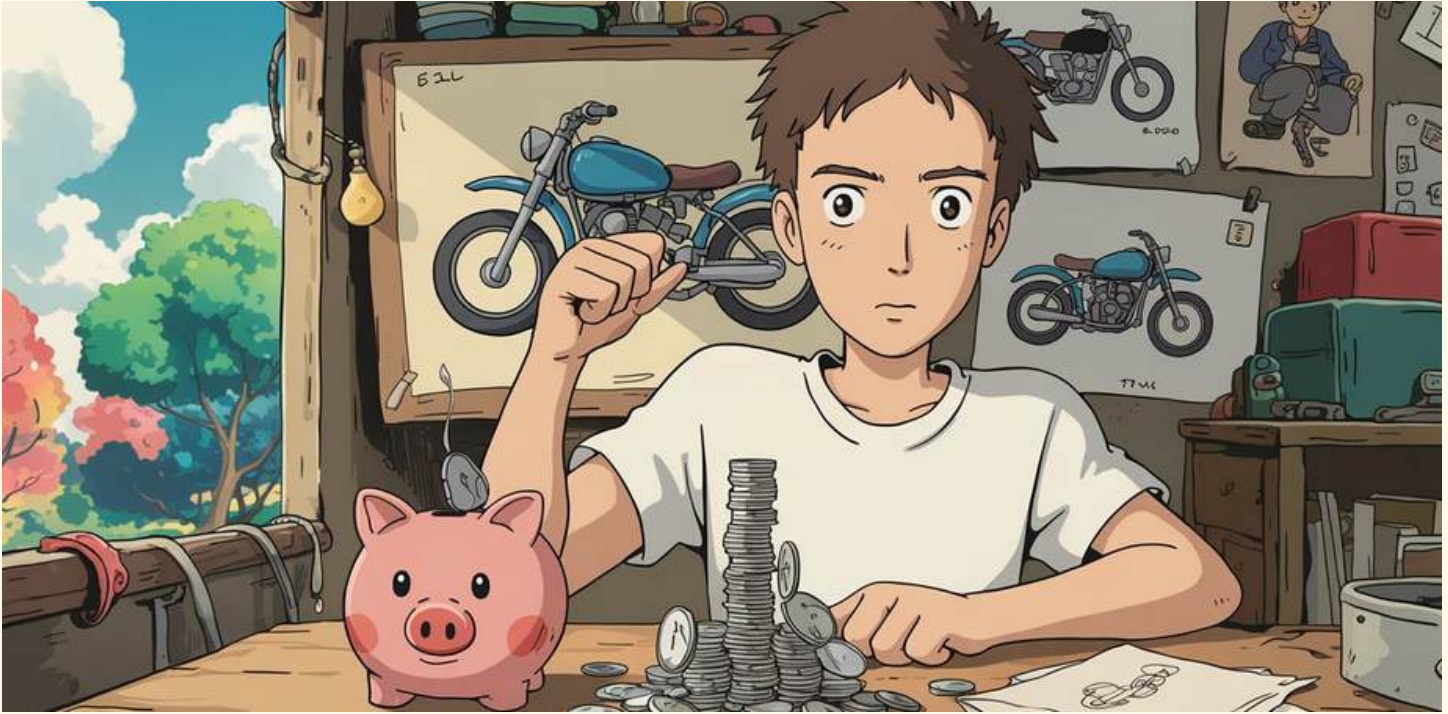
Being a café racer at heart, the GT 650 isn't built with practicality in mind. Storage options are minimal, with no under-seat space or dedicated luggage mounts. Riders planning to use it for touring will need to invest in saddle stays, tank bags, or a tail bag to carry essentials. Many aftermarket brands offer bolt-on luggage solutions, including rear racks for top boxes and side panniers, which can enhance practicality for longer rides. Comfort is another key factor when considering the GT 650 for practical use. While the sporty riding posture is perfect for short, aggressive rides, it can become tiring on long highway journeys. Riders often opt for aftermarket seats with better cushioning or clip-on handlebar risers to improve ergonomics. Additionally, the stiff suspension setup, while great for cornering, can feel harsh on uneven roads, making it less forgiving for rough terrain.

Despite these challenges, the GT 650 remains an excellent machine for those who prioritize style and performance over outright practicality. While it may not be an ideal everyday commuter, it shines as a weekend café racer and occasional highway tourer, offering an engaging and exhilarating riding experience.



# HOW TO SAVE MONEY ON MOTORCYCLES?

## Insider tips and tricks



Owning a motorcycle is often seen as a cost-effective alternative to a car, but the expenses can quickly add up. Fuel, maintenance, insurance, and accessories all contribute to the total cost of ownership. Whether you're a daily commuter or a weekend rider, managing these costs wisely can make a significant difference. By making smart decisions and avoiding unnecessary expenses, you can enjoy the thrill of riding without straining your finances.

One of the easiest ways to save money is by purchasing a used motorcycle instead of a brand-new one. New motorcycles tend to depreciate rapidly, losing up to 30% of their value within the first year. A well-maintained used bike can offer the same performance at a much lower cost. It is important to buy from trusted sources such as dealerships, verified sellers, or motorcycle communities and always check the service history before making a purchase. Avoid motorcycles that require major repairs, as they may end up costing more in the long run.

Learning basic maintenance can also help cut down costs significantly. Motorcycle workshops charge a hefty sum for routine servicing, but many maintenance tasks are simple enough to do yourself. Changing the engine oil every 3,000 to 5,000 kilometers keeps the bike running smoothly, while regularly cleaning the air filter improves fuel efficiency. Lubricating and adjusting the chain prevents excessive wear, and inspecting brake pads can help avoid costly disc replacements. By handling these tasks at home, you can save thousands of rupees annually while ensuring that your bike remains in peak condition.

Riding habits play a crucial role in fuel efficiency. Aggressive acceleration, sudden braking, and high RPM shifting waste fuel unnecessarily. By maintaining a steady throttle, shifting gears at optimal RPM, and using engine braking when possible, riders can improve mileage by up to 20%, leading to significant savings on fuel expenses. Avoiding long periods of idling at traffic signals also helps reduce fuel consumption. Small adjustments in riding style can lead to noticeable savings over time.

When it comes to replacement parts, using high-quality aftermarket alternatives instead of expensive OEM (Original Equipment Manufacturer) parts can be a wise financial decision. Many aftermarket brands offer reliable performance at a fraction of the cost of OEM parts. Brake pads from brands like EBC and Vesrah, air and oil filters from K&N and BMC, and locally manufactured tires can provide the same durability without breaking the bank. However, it is crucial to avoid cheap, non-branded parts, as they may compromise safety and performance.







Choosing the right motorcycle insurance is another effective way to save money. Many riders end up overpaying simply because they do not compare policies before purchasing. Comparing different insurance providers can help find the most cost-effective plan. If a motorcycle is old, opting for third-party insurance instead of full coverage can significantly lower costs. Increasing the voluntary deductible on the policy can also help reduce premiums. Riders should check if they qualify for a No Claim Bonus (NCB), which provides discounts on policy renewal.

Avoiding unnecessary modifications and accessories is a smart way to keep expenses under control. While custom modifications can enhance a motorcycle's aesthetic appeal, many of them offer little real-world value and may end up costing a lot without any practical benefits. Expensive aftermarket exhausts, flashy stickers, and gimmicky gadgets often provide no functional improvements and can sometimes even reduce the bike's fuel efficiency. Instead of spending on cosmetic modifications, investing in practical upgrades like better tires, durable riding gear, and crash guards ensures better safety and long-term benefits.

Using high-quality engine oil and fuel helps in the long run by reducing the frequency of servicing and preventing potential engine issues. While it might be tempting to save money by using cheaper oil, doing so can cause more frequent wear and tear, leading to costly repairs. It is always advisable to use manufacturer-recommended oil to extend engine life. Similarly, premium fuel is unnecessary for most motorcycles unless specifically required by the manufacturer. Filling up at trusted fuel stations ensures that the petrol is not adulterated, which can otherwise damage the engine and reduce mileage. Proper storage and parking habits also contribute to savings by preventing unnecessary repairs. Leaving a motorcycle exposed to harsh weather conditions can cause rust, paint damage, and electrical issues. Using a motorcycle cover protects against sun and dust, while parking in the shade prevents plastic parts from aging prematurely. Regular chain lubrication and cleaning prevent rust, and if a bike is stored for long periods, disconnecting the battery helps avoid drainage and damage.

Investing in high-quality riding gear may seem like an additional expense, but it can save riders from significant medical bills and bike repairs in case of an accident. A good helmet, riding gloves, and knee guards help prevent serious injuries. IS-certified or DOT-approved helmets provide maximum protection, while proper riding boots safeguard against foot injuries. Though gear may have an upfront cost, it is a worthwhile investment that prevents greater expenses in case of an accident.

Being part of a motorcycle club or community can provide financial benefits through exclusive discounts on services, insurance, and accessories. Many groups have established tie-ups with dealerships and insurance providers, allowing members to get better deals. Joining a motorcycle community also offers access to skill training sessions, group rides, and reliable service recommendations from experienced riders. Those involved in groups like Anti Squid Squad can take advantage of such connections to further reduce costs. Owning a motorcycle does not have to be expensive if you make smart choices. By focusing on regular maintenance, adopting fuel-efficient riding habits, avoiding unnecessary modifications, and taking advantage of community resources, riders can significantly cut down costs while ensuring a smooth and safe riding experience. Making informed financial decisions allows you to enjoy the freedom of motorcycling without unnecessary financial strain.



# LATEST MOTORCYCLES LAUNCHES IN INDIA

## Upcoming launches



The Indian motorcycle market has recently witnessed a series of exciting launches, offering enthusiasts a diverse range of options across various segments. From classic cruisers to modern hybrids and high-performance machines, manufacturers are catering to the evolving preferences of riders. Here's a closer look at some of the latest motorcycles that have made their debut in India.

### **Royal Enfield Classic 650**

Launched on March 27, 2025, the Royal Enfield Classic 650 has quickly garnered attention for its blend of timeless design and robust performance. Priced at ₹3.37 lakh (ex-showroom), this model is available in three variants: Hotrod, Classic, and Chrome. Under the hood, it boasts a 647.95 cc engine delivering 46.39 bhp, ensuring a smooth and powerful ride. Weighing 243 kg, the Classic 650 promises stability and a commanding road presence.

### **Ducati Scrambler Icon**

Ducati expanded its Indian lineup with the introduction of the Scrambler Icon on March 19, 2025. This 803 cc motorcycle, priced at ₹9.97 lakh (ex-showroom), offers a perfect blend of style and performance. Producing 71.87 bhp and weighing 185 kg, the Scrambler Icon is designed for riders seeking an agile yet powerful machine.

### **Yamaha FZ-S Fi Hybrid**

Yamaha's latest offering, the FZ-S Fi Hybrid, hit the Indian roads on March 11, 2025. With a 149 cc engine generating 12.2 bhp, this model emphasizes fuel efficiency, boasting an impressive mileage of 64 kmpl. Weighing just 136 kg, the FZ-S Fi Hybrid is priced at ₹1.45 lakh (ex-showroom), making it an attractive option for urban commuters.

### **BMW C 400 GT**

For those inclined towards premium scooters, BMW introduced the C 400 GT in March 2025. This model, priced at ₹11.50 lakh (ex-showroom), offers a blend of luxury and performance, catering to riders seeking a high-end urban mobility solution.

### **Ducati Panigale V4 Tricolore Italia**

Ducati unveiled the limited edition Panigale V4 Tricolore Italia, adding to its prestigious lineup. Limited to just 163 units, this collector's edition motorcycle embodies Italian craftsmanship and performance, appealing to enthusiasts and collectors alike.

### **Hero MotoCorp Surge S32**

In a groundbreaking development, Hero MotoCorp introduced the Surge S32, a transformational vehicle capable of converting from a motorcycle to a three-wheeled vehicle in just three minutes. This battery-powered model, which took four years to develop, offers versatility for navigating through traffic and is expected to be available in the Indian market by the end of the year. [cite turn0news16](#)

### **Harley-Davidson and Hero MotoCorp Collaboration**

Harley-Davidson is expanding its collaboration with Hero MotoCorp to introduce new motorcycle models and expand the X440 range. This partnership aims to offer diverse price options and features, maintaining Harley-Davidson's signature style and performance, and catering to the growing demand in the premium motorcycle segment.

These recent launches reflect the dynamic nature of the Indian motorcycle market, providing riders with a plethora of choices to suit their preferences and riding styles.





# EJEAS Q8 REVIEW

## A short review of budget intercom

The Ejeas Q8 Intercom is a budget-friendly yet feature-rich communication device designed for motorcyclists who need reliable connectivity on the go. With Bluetooth 5.1, the intercom supports up to six riders in a group, making it a solid choice for group rides. The 1,000-meter range is sufficient for most touring and urban riding scenarios, ensuring seamless communication between riders without significant lag or distortion.

One of its standout features is DSP noise cancellation, which helps in reducing wind and engine noise for clearer conversations. Even at high speeds, the audio remains relatively crisp, making it a great companion for highway rides. The 40mm high-fidelity speakers provide decent sound quality, whether for intercom conversations or music playback, though audiophiles might find them lacking in bass.

The battery life is another strong point, offering up to 15 hours of talk time and an impressive 360 hours of standby time. It charges via USB-C, allowing for fast and convenient charging. The device is also IP67 waterproof, ensuring durability even in rainy conditions.

However, while the Q8 is a great value-for-money option, it does have some downsides. The voice assistant integration can be inconsistent at times, and the button layout might take some getting used to, especially with gloves. Additionally, the intercom's performance can slightly deteriorate in areas with heavy Bluetooth interference, such as dense urban settings.

Overall, the Ejeas Q8 Intercom is a well-rounded choice for riders looking for an affordable communication device with good range, strong battery life, and effective noise cancellation.

While it may not match the premium features of high-end brands like Sena or Cardo, it delivers excellent performance for its price, making it an ideal pick for budget-conscious riders.



PHOTOGRAPHY BY ARYAN |  
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# RISE OF ANTI SQUID SQUAD

## A movement uprising

Motorcycling is more than just a mode of transportation—it's a passion, a lifestyle, and for many, a brotherhood. However, the thrill of riding comes with responsibility. Reckless riding, lack of proper gear, and disregard for road safety have led to many accidents, tarnishing the image of bikers. This is where Anti Squid Squad steps in—a community dedicated to fostering a responsible, respectful, and skilled motorcycling culture.

What is Anti Squid Squad?

Anti Squid Squad is a motorcycle community that actively promotes safe riding practices, educates new riders, and works towards eliminating the “squid” mentality—riding recklessly without proper gear, experience, or regard for traffic laws. The term “squid” is often used in the biking world to describe riders who ignore basic safety measures, often endangering themselves and others on the road.

Unlike traditional motorcycle groups that focus solely on riding together, Anti Squid Squad takes a more educational and community-driven approach. It is a platform where riders of all skill levels come together to learn, improve, and advocate for a positive motorcycle culture.

**The Mission: Changing the Perception of Motorcyclists**

Bikers are often perceived negatively due to the actions of a few irresponsible riders.

Anti Squid Squad aims to change this perception by encouraging discipline, road etiquette, and proper training. The group believes that a skilled and responsible rider not only protects themselves but also earns the respect of other road users.

One of the primary goals of the community is to educate new riders. Many young motorcyclists start their journey without proper knowledge of riding techniques, road rules, and bike maintenance. Anti Squid Squad bridges this gap by providing guidance, training, and mentorship, ensuring that new riders develop safe habits from the very beginning.







## Promoting Proper Riding Gear

One of the biggest mistakes made by new riders is neglecting riding gear. Many prioritize style over safety, choosing to ride in t-shirts, shorts, and sneakers instead of proper riding jackets, gloves, and helmets. Anti Squid Squad continuously emphasizes the importance of full protective gear, educating riders about how it can save lives in case of an accident.

The community also helps riders make informed decisions about gear, from certified helmets to riding boots and armor, ensuring they invest in quality equipment without falling for overpriced gimmicks.

## Encouraging Skill Development

Riding a motorcycle isn't just about twisting the throttle—it requires technical skills, road awareness, and control. Anti Squid Squad organizes training sessions, workshops, and riding drills to help riders enhance their abilities. These sessions focus on:

- Cornering techniques to improve stability at high speeds.
- Braking drills for emergency situations.
- Off-road and adventure riding skills for those who love exploring beyond city roads.
- Traffic awareness and defensive riding techniques to prevent accidents.

By providing hands-on training, the community ensures that every rider on the road is competent, confident, and in control.







**Creating a Respectful Riding Community**  
Beyond just skill-building, Anti Squid Squad emphasizes the importance of respect—for fellow riders, pedestrians, and even motorists. The group strongly discourages street racing, stunting on public roads, and aggressive riding behavior, which not only puts lives at risk but also damages the reputation of bikers as a whole.

Through group rides and meet-ups, the community fosters a strong bond among responsible motorcyclists, proving that the biking world isn't just about speed and thrill—it's about camaraderie, discipline, and mutual support.

#### Promoting Road Safety Awareness

Anti Squid Squad actively participates in road safety campaigns, collaborating with local authorities, driving schools, and other organizations to spread awareness. Through social media, blog posts, and on-ground events, the group educates both riders and non-riders about the importance of following traffic laws, respecting two-wheelers, and preventing accidents. The community also highlights real-life stories of riders who have suffered due to negligence, reinforcing the consequences of reckless riding. By sharing these experiences, Anti Squid Squad hopes to inspire positive change in the biking community.

#### Merchandise and Branding: Spreading the Message

Anti Squid Squad is more than just a movement—it's a brand with a strong identity. The community has an official merchandise website ([www.antisquidsquad.in](http://www.antisquidsquad.in)) where riders can purchase t-shirts, stickers, and accessories that carry the squad's message. These products help spread awareness, allowing bikers to proudly represent their commitment to responsible riding. The branding also serves as a symbol of discipline and safety, reminding riders to uphold the values of the community every time they hit the road.

7K\_RPM  
EST. 2024 REV PAGE 7

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### Why Join Anti Squid Squad?

For any rider who values safety, skill, and respect, Anti Squid Squad offers a supportive and knowledgeable community to be a part of. Whether you're a beginner looking to learn, a seasoned rider aiming to refine your skills, or someone who simply believes in responsible motorcycling, this squad provides the perfect platform to grow, contribute, and make a difference.

In a world where reckless riding often overshadows the true essence of motorcycling, Anti Squid Squad stands as a movement dedicated to preserving the purity of the ride—one where passion meets responsibility. By joining hands with this initiative, riders can help redefine the biking culture, ensuring that motorcycling remains a respected and safe lifestyle for generations to come.



## ANTI SQUID SQUAD

The mission of Anti Squid Squad is to cultivate a responsible and disciplined motorcycling culture by eliminating reckless riding habits and promoting safety, skill, and respect on the roads. The community strives to educate riders—both new and experienced—on the importance of proper riding gear, defensive riding techniques, and adherence to traffic laws. By discouraging dangerous behaviors like stunting on public roads, excessive speeding, and riding without protective equipment, Anti Squid Squad aims to reshape the perception of motorcyclists, ensuring they are seen as responsible road users rather than reckless thrill-seekers.

Beyond safety, the squad is committed to skill development and rider education. Through workshops, training sessions, and group rides, the community provides riders with essential knowledge about bike control, emergency braking, cornering techniques, and overall road awareness. The goal is to create a network of skilled and respectful riders who set an example for the broader biking community. By fostering a sense of brotherhood and accountability among riders, Anti Squid Squad is not just preventing accidents—it is building a movement that champions motorcycling as a disciplined and respected lifestyle.





