

MOTORSPORTS ACADEMY INDIA (MAI) A DYNAMIC RACING TEAM WINNING PODIUMS

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TALENT SHOWCASE-
AKARSH JANGAM



BBG GRAND PRIX
(RACE HUMP) JACKET
REVIEW



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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.

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



INDIA'S EMERGING GRASSROOTS RACING SCENE:

India's Emerging Grassroots Racing Scene: A New Era on Two Wheels

India is revving up for a racing revolution. While MotoGP and World Superbike have long dominated the global stage, a powerful shift is happening closer to home—grassroots motorcycle racing is gaining serious momentum across the country.

From the dusty tracks of Coimbatore to the high-speed straights of Kari Motor Speedway and MMRT in Chennai, passionate riders are coming together in increasing numbers to compete, learn, and grow. What was once a niche hobby for a few adrenaline seekers is fast turning into a structured, community-driven movement.

Racing schools like CRA Motorsports, Apex Racing Academy, and RACR are at the forefront, offering formal training that emphasizes safety, technique, and discipline. These institutions are instrumental in bridging the gap between casual riding and competitive racing, providing newcomers with the right guidance and exposure.

Events like the INMRC (Indian National Motorcycle Racing Championship) and TVS One Make Series are seeing record participation from young riders, many of whom are first-generation racers without factory backing. Regional drag races and street-to-strip transformation initiatives are also helping reduce illegal street racing by channeling talent into safer, legal environments.

Social media has played a crucial role in amplifying this scene—reels of knee-downs, high-speed overtakes, and behind-the-scenes camaraderie have inspired thousands to take racing seriously.

Additionally, rising awareness about rider safety, protective gear, and formal training is reshaping public perception of motorcycle racing in India.

The future is fast, and it's happening now. With more accessibility, community-driven support, and a growing infrastructure, India's grassroots racing scene is no longer just a subculture—it's a movement, and the throttle is wide open.

Whether you're a track junkie or a curious commuter, there's never been a better time to be part of the Indian motorsport story.



LUPIN RAO | TEAM MAI



TALENT SHOWCASE- AKARSH JANGAM

In the high-octane world of Indian motorcycle racing, a rising star from Vijayawada, Andhra Pradesh, is making his mark. Akarsh Jangam, a determined 19-year-old, is quickly establishing himself as a formidable talent on the track, fueled by his passion and the unwavering support of his team, MAI Racing.

The Genesis of a Racer: From Practice to Podium

Akarsh's journey into competitive motorcycle racing began in 2023, when he first started practicing with the then Race'ists Motorcycle Club, now known as MAI Racing. His dedication quickly paid off, as he successfully completed his Level 1 and 2 training in August 2023. This foundational training set the stage for his competitive debut in the 2024 Indian National Motorcycle Racing Championship (INMRC), where he competed in the fiercely contested Stock 165cc category. Adding to his promising start, Akarsh also earned a coveted spot in the TVS Racing Rookies Category, a testament to his raw talent and potential.

The 2024 season marked Akarsh's debut year in professional motorcycle racing, and it proved to be a significant learning curve. He participated in all five rounds of both the Stock 165cc and TVS Racing Rookies categories, gaining invaluable experience with each race.

A Strong Debut: 2024 Racing Highlights

Despite being his rookie year, Akarsh showed flashes of brilliance and immense potential. In the 2024 INMRC Stock 165cc Category, he faced the typical challenges of a newcomer, experiencing a few DNFs (Did Not Finish) in the early rounds. However, his perseverance shone through as the season progressed:

- Round 1: Race 1: DNF, Race 2: DNF
- Round 2: Race 1: DNF, Race 2: P12
- Round 3: Race 1: P7, Race 2: P13
- Round 4: Race 1: P5, Race 2: P7
- Round 5: Race 1: DNF, Race 2: P10

Akarsh finished a respectable 10th in the overall 2024 INMRC Stock 165cc Category.

His performance in the 2024 TVS Racing Rookies Category was even more remarkable, highlighting his natural ability and rapid progression:

- Round 1: Race 1: P3, Race 2: P5
- Round 2: Race 1: P3, Race 2: P4
- Round 3: Race 1: P5, Race 2: P6
- Round 4: Race 1: P3, Race 2: P2
- Round 5: Race 1: P1, Race 2: P1

This stellar performance in the rookie category culminated in a remarkable 2nd place overall in the 2024 TVS One Make Championship in Rookies Category. He secured a total of 3 podium finishes for P3, 1 for P2, and 2 for P1 in this category. His first ever podium came in Round 1 Race 1 of the TVS Racing Rookies Category, where he finished P3. His first win in the TVS Rookies Category was a dominant display in Round 5, where he clinched P1 in both races.



AKARSH JANGAM

Eyes on the Prize: The 2025 Season

With a successful debut season under his belt, Akarsh is now fully focused on the 2025 Indian National Motorcycle Racing Championship. He continues to compete in both the Stock 165cc category and the TVS Racing Rookies Category. His preparation is rigorous, benefiting from the expert guidance of his MAI Racing team trainers, Peddu Sri Harsha and Nikhil, both accomplished racers themselves.

The 2025 season has already seen Akarsh continue his strong form:

INMRC Stock 165cc Category:

- Round 1: Race 1: P8, Race 2: P5

TVS Racing Rookies Category:

- Round 1: Race 1: P1, Race 2: P5

Akarsh's commitment is evident in his goals for the current year. He is determined to give his absolute best and is optimistic about finishing in the top 3 in the Championship. His first national podium in the INMRC Stock 165cc category came in 2024, Round 4 Race 1, where he finished P5. In 2025, he has already added to his podium count with a P1 finish in the TVS Rookies Category and another P5 in the INMRC Stock 165cc Category in Round 1.

Akarsh Jangam's journey is a compelling narrative of ambition, hard work, and the relentless pursuit of excellence on the race track. As he continues to hone his skills under the guidance of MAI Racing, the young racer from Vijayawada is undoubtedly one to watch in the thrilling world of Indian motorsports.

BBG GRAND PRIX (RACE HUMP) JACKET REVIEW: BUILT FOR THE TRACK, READY FOR THE WIN

BBG Grand Prix (Race Hump) Jacket – Track-Tested Performance for Serious Riders

Track riding demands precision—not just in skill, but also in the gear you choose. On a recent track day session, the BBG Grand Prix jacket proved to be more than just another leather jacket. It performed with the confidence and aggression of race-spec gear, offering a combination of ergonomics, protection, and functionality that's hard to beat at its price point.

Fit and Ergonomics

The first thing you notice when wearing the Grand Prix is its aggressive, race-ready fit. Designed specifically for a tucked riding posture, the pre-curved arms, snug torso fit, and extended lower back provide an aerodynamic advantage. On the motorcycle, the jacket feels perfectly natural—no bunching, flapping, or tight spots. The flex panels on the shoulders and elbows work flawlessly, especially when transitioning side-to-side during high-speed cornering.

This jacket isn't intended for casual street cruising. Its tailored structure feels best when you're leaned over the tank or flicking the bike into a turn. Riders familiar with track body positioning will immediately appreciate the thought that's gone into the jacket's cut.

Protection and Safety Features

When it comes to protection, BBG has equipped the Grand Prix with CE Level 2 armor in the shoulders and elbows. The leather chassis itself is made from 1.2–1.4mm cowhide, providing robust abrasion resistance. The aerodynamic race hump isn't just aesthetic—it improves airflow at speed and adds structural support to the spine area. There's also a pocket for a back protector insert, and the jacket can be zipped to BBG pants for full-track use.

These features make the jacket well-suited for amateur and intermediate track riders looking for gear that offers real protection under aggressive riding conditions.

Ventilation and Comfort

Ventilation is often a concern with leather jackets, especially in warmer climates. The Grand Prix addresses this with perforated panels on the chest, arms, and back, allowing decent airflow at speed. Paired with a breathable mesh inner liner, the jacket remains wearable even during long, hot sessions on the track.

Despite being snug and protective, the jacket never felt suffocating. Even after three back-to-back sessions, there was no noticeable discomfort or heat buildup. This speaks to the balance BBG has achieved between protection and wearability.

Build Quality and Finish

BBG's focus on detail is evident throughout. From double-stitched seams to heavy-duty zippers and robust cuffs, the jacket feels solid. The leather is thick, yet supple enough to break in quickly without compromising movement. The branding and graphic elements are tastefully aggressive, aligning well with the jacket's racing purpose.

It's compatible with track pants via the 360° zipper, allowing riders to convert it into a 2-piece suit. All components—zippers, Velcro tabs, and adjusters—are built to endure the rigors of racing and long-term use.

Verdict

For track riders in India looking for an affordable, no-nonsense racing jacket, the BBG Grand Prix is a standout choice. It brings serious features typically found in more expensive European brands—without cutting corners on safety or performance. Whether you're hitting apexes at MMRT, BIC, or practicing with a racing school, this jacket gives you the confidence to push harder.

Pros

- CE Level 2 certified armor
- Aerodynamic race hump improves high-speed stability
- Track-specific fit and ergonomics
- Compatible with BBG riding pants for 2-piece setup
- High-quality leather with effective ventilation

Cons

- Too aggressive for city or touring use
- No included back protector
- Limited size and color options currently

Conclusion

The BBG Grand Prix Race Hump jacket is built for one purpose—to perform on the racetrack. And in that role, it delivers impressively. For riders serious about safety, performance, and looking the part, this jacket is one of the best options currently available in the Indian market.





CUSTOM HUNTER 350: A STREET MACHINE REIMAGINED

Custom Hunter 350: A Street Machine Reimagined

The Royal Enfield Hunter 350 has always had a charm of its own—urban, punchy, and purpose-built for the city. But what happens when that base is used to build something leaner, meaner, and unapologetically personal?

Enter this one-of-a-kind Hunter 350—a motorcycle that retains its retro silhouette but now packs a significantly sharper attitude. This isn't just another café build; it's a purpose-tuned street machine, built to blur the line between daily ride and weekend thrill.

The Soul: Tuning & Performance

At the core of this transformation lies a BMC performance air filter paired with a custom full-system bend pipe and Red Rooster exhaust, giving the bike a deeper rumble and freer breathing. Backed by Super Chips Stage 1+ tuning, the ECU has been reprogrammed to unlock its full potential. Key adjustments include:

- Air-to-Fuel Ratio (AFR) correction
- Advanced ignition timing
- Top speed and RPM limiters removed
- O2 and Lambda sensors disabled
- PAIR valve delete
- EVAP system off

These tweaks dramatically change the bike's character—especially in the mid and top range. The end result? A Hunter that clocks 0 to 100 km/h in just 7 seconds and reaches a top speed of 160 km/h, all while sounding and feeling raw in the best way possible.

The Body: Form Meets Function

But it's not just about speed. This Hunter's aesthetics have been heavily reworked for a sleeker stance and aggressive presence.

- Straight-cut subframe and custom seat by MK Design strip the rear for a leaner silhouette.
- Weight dropped by over 20 kilograms, making the power-to-weight ratio noticeably sharper.
- Clubman handlebars bring a forward-biased, rider-focused posture.
- A full-body wrap gives it a unique finish, standing apart from stock factory paint.

Meanwhile, subtle functional upgrades make a huge difference—Jet indicators, LED headlights, and Iridium spark plugs contribute to both looks and lighting performance.

Grip, Brake, Control

To match the power gains, tyres were changed, with the front downsized from 110 to 100 for improved lean angle and flickability. Vesrah ceramic brake pads provide sharper stopping power, while a Rolon sprocket and chain conversion alters the final drive ratio—trading a bit of low-end torque for an aggressive top-end surge.

Final Thoughts: More Than a Hunter

What began life as a street cruiser is now a custom lightweight street missile—a true reflection of what modern tuning, subtle design choices, and performance-focused mods can achieve.

This Hunter isn't trying to be the fastest in the country. It's built to turn heads, drop jaws, and hold its line through a corner harder than any stock 350 ever could. It's about turning a personal vision into a two-wheeled reality.

This is no longer just a Hunter 350. This is a statement.





MOTORSPORTS ACADEMY INDIA (MAI) A DYNAMIC RACING TEAM WINNING PODIUMS



Motorsports Academy India (MAI) is a dynamic racing team that originated in 2017, initially operating under the name Race'ists Motorcycle Club before undergoing a rebranding in 2025. The fundamental objective of MAI is to cultivate emerging talent within the motorsports arena, with a particular focus on nurturing young racers from Hyderabad. Beyond local development, the academy aspires to establish itself as India's foremost motorsports academy, aiming to create sustainable career pathways in racing for young individuals across diverse regions of the country. A significant part of their vision involves representing India with distinction at both national and international racing events.

MAI boasts an impressive record of achievements, having successfully developed and supported riders who have consistently achieved podium finishes at national levels. Their dedication and expertise are further underscored by the accumulation of over 15 National Championship Titles, a testament to their competitive prowess and the effectiveness of their training programs. The academy's commitment extends beyond the competitive circuit; since 2015, MAI has been actively involved in organizing "Track Days," providing invaluable training opportunities for aspiring and seasoned riders alike. With over 250 such training events conducted, MAI stands out as the sole motorcycle racing team from Hyderabad that consistently facilitates these crucial development sessions.

The team's roster includes a diverse group of talented riders who compete across various categories within the motorsports landscape. In the highly competitive Indian National Motorcycle Racing Championship (INMRC), MAI features riders such as Lupin Rao, Kireeti, and Raivat. These individuals participate in the Stock 301-400cc category, a relatively new class designed to level the playing field by requiring riders to use stock machines. This emphasis on stock bikes highlights the importance of raw rider talent and skill, making it a true test of a racer's ability. Additionally, MAI has strong representation in the Stock upto 165cc category, with riders like Beedani Rajendar, Aakarsh Jangam, and Vignesh Pothu showcasing their skills and competing for top honors.

Beyond circuit racing, MAI has also made significant inroads into the world of drag racing and various club events, demonstrating the versatility and breadth of their team's capabilities. Peddu Sri Harsha, the visionary founder of MAI, exemplifies this adaptability. After a dominant career in circuit racing, he successfully transitioned to drag racing, where he has continued his winning ways, securing an impressive four podium finishes within a two-year span. Another notable team member, Nikhil Paul Johnson, has also achieved considerable success in drag racing, earning two trophies in a single year. His achievements are particularly commendable given that he has had to overcome previous injuries that restrict his participation in regular circuit racing, highlighting his dedication and resilience.

The landscape of motorcycle drag racing in India is currently experiencing a period of rapid and exciting growth. What was once a niche activity is now evolving into a series of professionally organized events that draw substantial attention from enthusiasts, racers, and media outlets alike. Prominent events such as "The Valley Run," which features thrilling 1/4-mile drag fests, and various FMSCI-affiliated races held across different states, are collectively contributing to the formation of a robust and vibrant community of competitive riders. This burgeoning scene also attracts high-performance motorcycle brands, further fueling the sport's expansion. These events offer significant on-ground visibility for potential sponsors, with opportunities for branded pit setups, prominent banner placements, integration into rider gear, and direct product demonstrations. Furthermore, the widespread reach of social media platforms and the increasing number of dedicated motorsport content creators play a crucial role in amplifying exposure. Through engaging reels, captivating race highlights, and exclusive behind-the-scenes footage, these digital channels provide multi-platform brand integration opportunities, ensuring that sponsors receive extensive visibility and engagement within the rapidly expanding Indian motorsports market.



