

KOLKATA on

www.kolkataonwheels.com

# WHEELS

AUTOVENTURING GUIDE AROUND THE CITY

**Drive out to**

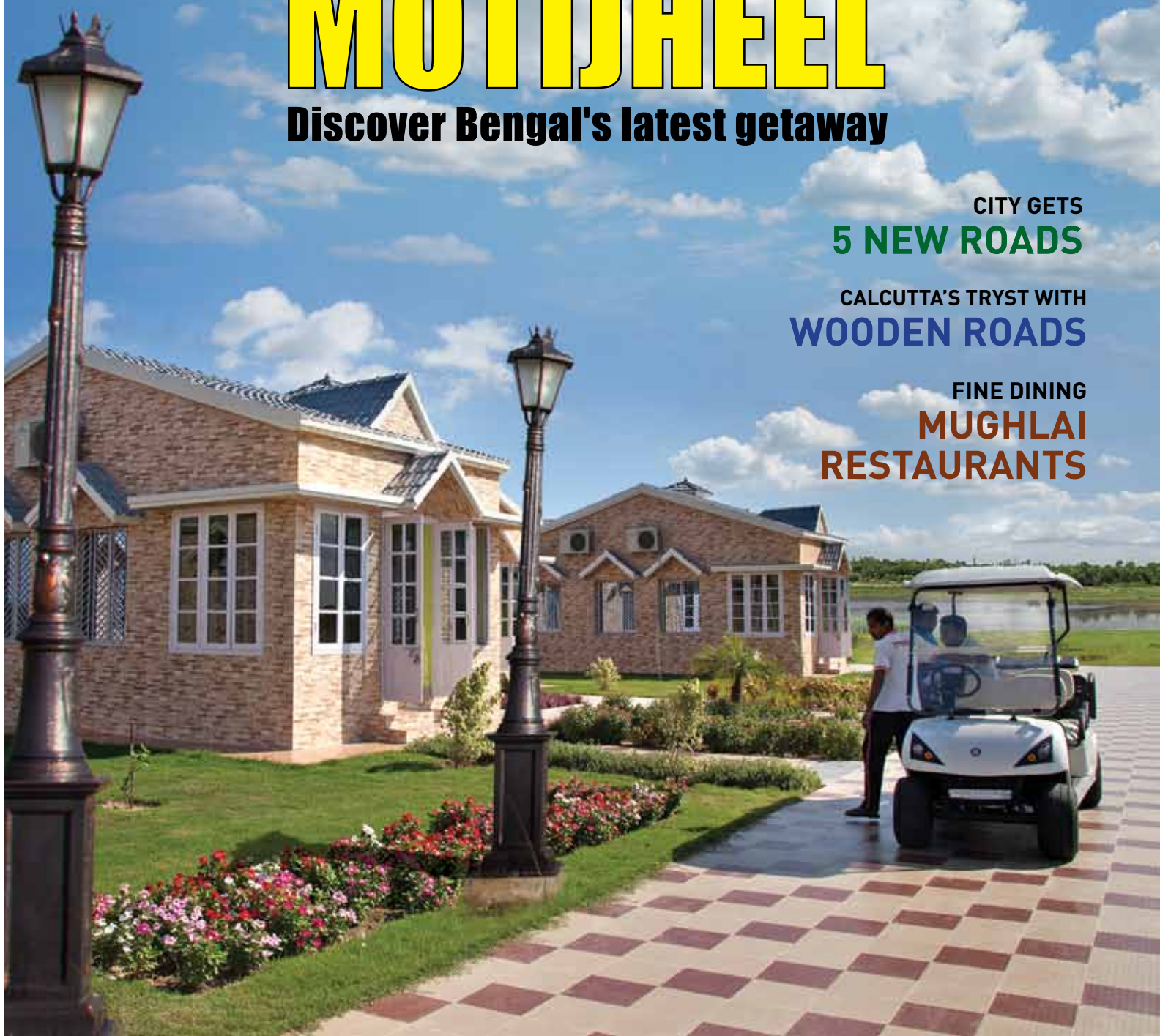
## **MOTIJHEEL**

**Discover Bengal's latest getaway**

**CITY GETS  
5 NEW ROADS**

**CALCUTTA'S TRYST WITH  
WOODEN ROADS**

**FINE DINING  
MUGHLAI  
RESTAURANTS**







Buy • Sell • Consult

- Finance
- Insurance
- Spare Parts/Repairs
- RTO/Number Registration
- Transportation
- Car Tuning
- Automobile Detailing



“ONE DAY OLD.  
AND THAT’S  
THE OLDEST I’LL BE.”



XTRAPREMIUM  
petrol now at an  
attractive price



WITH  
**SUPER  
CLEANSERS**



**XTRAPREMIUM**  
Petrol With Super Cleansers  
The best your vehicle can get

Contact : Anuj Kumar Gupta | +91 98311 84408 | +91 98312 28967  
anuj@lumiere.in



Editor Souvik Ghosh  
Executive Editor Anindita Mazumder  
Sub Editor Mohammed Sohail

Editorial Advisors P Thankappan Nair,  
Tarun Goswami, Pradeep Gooptu

Photographers Sourish Meryson,  
Plabon Das  
Art Director Subhajit Ghosh  
Graphic Designer Bappa Das  
Illustrator Shantanu Banerjee

Asst. Marketing Manager Tanu Kalanee  
Circulation Manager Pranab Chakraborty  
Circulation Executives Subhajit Pal,  
Partha Das

HR Manager Bidisha Ghosh  
Accounts Prasenjit Basak

Team WHEELS  
Kunal Banerjee, Anjan Sirkar,  
Basudev Ghosh, Sandeep Sardar  
Subroto De, Dilip Das, Sudipto Basu,  
Debasish Banerjee, HS Dhanjal,  
Sailen Chowdhury, Uttam Bose,  
Shyamal Karak, Partha Laha,  
Debasish Bose, Soumen Pal,  
Prabal Kr Dey, Debopam Banerjee

Published by  
Aruna Ghosh  
Guide India Publication  
19-B Allenby Road, Kolkata 700020  
Tel: 24559200

Helpline: 9830370371

Editorial: editorial@kolkataonwheels.com  
Subscription: subscribe@kolkataonwheels.com  
Advertisement: advertize@kolkataonwheels.com

Website: www.kolkataonwheels.com

 Kolkata On Wheels magazine

 KolkataonWHEELS

Copyright: Guide India Publication



Promoted by  
**Tourism Department,  
Government of West Bengal**



In alliance with  
**Automobile Association  
of Eastern India**

## EDITORIAL



**W**here there's a will, there's a way. This may sound cliché but the latest endeavour of the state government to improve tourism infrastructure will surely remind one of this oft repeated saying. Within a year, a barren piece of land and a dying stagnant lake were transformed into an exotic locale, spread over 285 acres with the best accommodation facilities and other amenities. This transformation of Motijheel in Murshidabad was not achieved by any magic wand but due to the efforts made by several government departments working in tandem and personal monitoring by the Chief Minister who not only came to lay the foundation stone but was back for the inauguration too. Kudos to the Chief Minister and her team for this wonderful initiative.

With NH-34 being widened, a trip to Murshidabad should be on your cards for a heritage tour and relaxation at the Motijheel Tourism Destination in a truly Nawabi style.

In Headlights you can read about five new roads which have been recently added to the cityscape. A small detour through these roads can save you both time and fuel.

While Past Perfect digs up the plans of our civic fathers to have wooden roads in an effort to find the right material for sturdy yet 'noiseless'

roads, Do You Know highlights the humour in print, directed at motorists and their vehicles as automobiles became popular. Take a peek at the BMW car factory in Chennai as well as Nazrul Tirtha – the latest addition to New Town which is fast turning out to be the new hub of art and culture in our city.

Though Kolkata is famous for its Biryani and Mughlai cuisine, it was mostly casual dining. Now the city can experience fine dining even for Mughlai cuisine with two new entrants –Haji Saheb and Lucknow.

And under wheeling activities, there is a road trip for our Monsoon Meet at Usthi on July 12 and then, we invite you to join us for 'Renault Speed Chase' – a car treasure hunt on July 19. This will be open only to corporate teams representing companies based in Kolkata. With Club Ecovista playing the host and Renault and Servo joining in as sponsors, we assure you the event will be quite high-tech and exciting and a test to find out how savvy you are with modern communication gadgets.

Drive safely this monsoon and enjoy wheeling!

**Souvik Ghosh**  
editorial@kolkataonwheels.com

**Mahindra**  
Rise.

Get Real. Get Authentic. Insist only on... **Mahindra**  
GENUINE SPARES

Serving the Automobile trade since 1945  
**JYOTI MOTOR STORES**

Authorised Distributors: MAHINDRA & MAHINDRA LTD. SPARES BUSINESS UNIT



19, Ganesh Chandra Avenue, Kolkata - 700 013  
Tel: (033) 2236 4475/3465,  
Email: sonpal@vsnl.com / jyotimotor@gmail.com



**Jyoti Kumar Sonpal - 96749 55259**  
**Sachin Sonpal - 98300 49212**  
**Amit Sonpal - 98313 49212**



inside



**26 | DRIVE OUT** Motijheel



**07 | HEADLIGHTS**  
5 New Roads in Kolkata



**18 | BAZAAR BUZZ**  
New Car Spares at Prinsep Street



**15 | CHANGING FACE**  
Nazrul Tirtha



**38 | FOOD FOR THOUGHT**  
2 Fine Dining Mughlai Restaurants

**12 | PAST PERFECT**  
Calcutta's Tryst with Wooden Roads

**22 | DO YOU KNOW**  
Car Humour in Print

**34 | LAUNCH**  
BMW participates in 'Make in India'

**42 | CONNOISSEURS' CORNER**  
Going Green with Electric Car

**46 | KOLKATA CANVAS**  
The Ground

**HEADLIGHTS**

City gets  
**5 New Roads**

Mohammed Sohail

**G**rowing number of cars and decreasing road space is a problem that plagues every urban hub and Kolkata is no exception. However, the good news is that some new roads are being laid in Kolkata. Although, they are not major thoroughfares to ease traffic in the entire city, these short stretches are often key to avoid pile ups at traffic signals on congested roads and reach your destination faster. So next time you are in these neighbourhoods, do try these new connectors.



**1 | Ring Road**

As you come from New Town and drive towards Nicco Park, bypass the traffic on Major Arterial Road and Sector V, Salt Lake. Enjoy the lovely scenic beauty of the lake that runs parallel to the road while avoiding the congested and under construction road on Salt Lake Bypass.

|                          |   |
|--------------------------|---|
| <b>Entrance</b>          | Technopolis crossing on Major Arterial Road at Salt Lake Sector V   |
| <b>Exit</b>              | SDF Building and Nalban Food Park in Salt Lake Sector V   |
| <b>How to access</b>     | While driving towards Sector V, Salt Lake from New Town, on descending from the flyover on Major Arterial Road, turn left immediately before Technopolis building to enter this one-way road with a Mahindra showroom on the left |
| <b>Driving time</b>      | 2 minutes 50 seconds  |
| <b>Length of road</b>    | 2.3 km  |
| <b>Route</b>             | Enter the lane from Technopolis end. Turn left at 400 mts from 215A and 201 bus stand. Turn right after 100 mts. At 500 mts turn right upon meeting the waterbody. Turn right at 1.7 kms and continue straight towards Nicco Park |
| <b>Surface condition</b> | Good  |
| <b>No. of lanes</b>      | Single-carriage way with 2-up+ 2-down unmarked lanes  |
| <b>Traffic flow</b>      | One-way one way traffic. So it can be used only from Technopolis-end to SDF building/Nalban-end and not vice versa  |





## 2 Street 787 & 706

Travel between Eco Park and City Center II and vice-versa with ease while avoiding the traffic on the Major Arterial Road.

|                          |  |
|--------------------------|--|
| <b>Entrance</b>          | After crossing Eco Park on left, turn left from Major Arterial Road (South-East) towards Gate no. 4 of Eco Park  |
| <b>Exit</b>              | Major Arterial Road (South-East) at Naka 4 just before City Centre II (intersection with Isuzu showroom). Take left for City Centre II or Airport                                    |
| <b>How to access</b>     | While driving from Sector V - Salt Lake towards airport/City Centre II in New Town, after crossing Eco Park, turn left towards Gate no. 4 of Eco Park to enter Street No. 787        |
| <b>Driving time</b>      | 2 minutes 40 seconds   |
| <b>Length of road</b>    | 2.4 km   |
| <b>Route</b>             | After entering Street no. 786 drive straight and turn right after 800 mts to enter Street No. 706 and exit at the Major Arterial Road once again at the crossing near City Centre II |
| <b>Surface condition</b> | Average. Few potholes near the turn  |
| <b>No. of lanes</b>      | Double -carriage way with 3-up + 3-down unmarked lanes   |
| <b>Traffic flow</b>      | Two- way traffic allowed   |



## 3 New Suren Sarkar Rd

This road connects Ultadanga and EM Bypass to Sealdah area. Take the turn at the Hyatt crossing to gain access to this stretch.



|                          |  |
|--------------------------|--|
| <b>Entrance</b>          | From Narkeldanga Main Road - adjacent to Subhas Sarovar opposite Narayani Tower  |
| <b>Exit</b>              | CIT Road post office   |
| <b>How to access</b>     | From EM Bypass, enter Narkeldanga Main Road, opposite Hyatt Regency. Pass by Swabhumi and then turn left after crossing Subhas Sarovar on your left  |
| <b>Driving time</b>      | 1 minute   |
| <b>Length of road</b>    | 500 meters   |
| <b>Route</b>             | Turn left from Narkeldanga Main Road opposite Narayani Apartments after Swabhumi. Continue straight with East Calcutta District Sports Council on your right and Subhas Sarobar on your left. At the 'T' junction after 400 meters turn right and an immediate left to reach CIT Road. Drive ahead to reach the Beliaghata Main Road |
| <b>Surface condition</b> | Average; few potholes near the turning   |
| <b>No. of lanes</b>      | Single carriageway with 1 up + 1 down unmarked lanes   |
| <b>Traffic flow</b>      | Two- way traffic allowed.  |

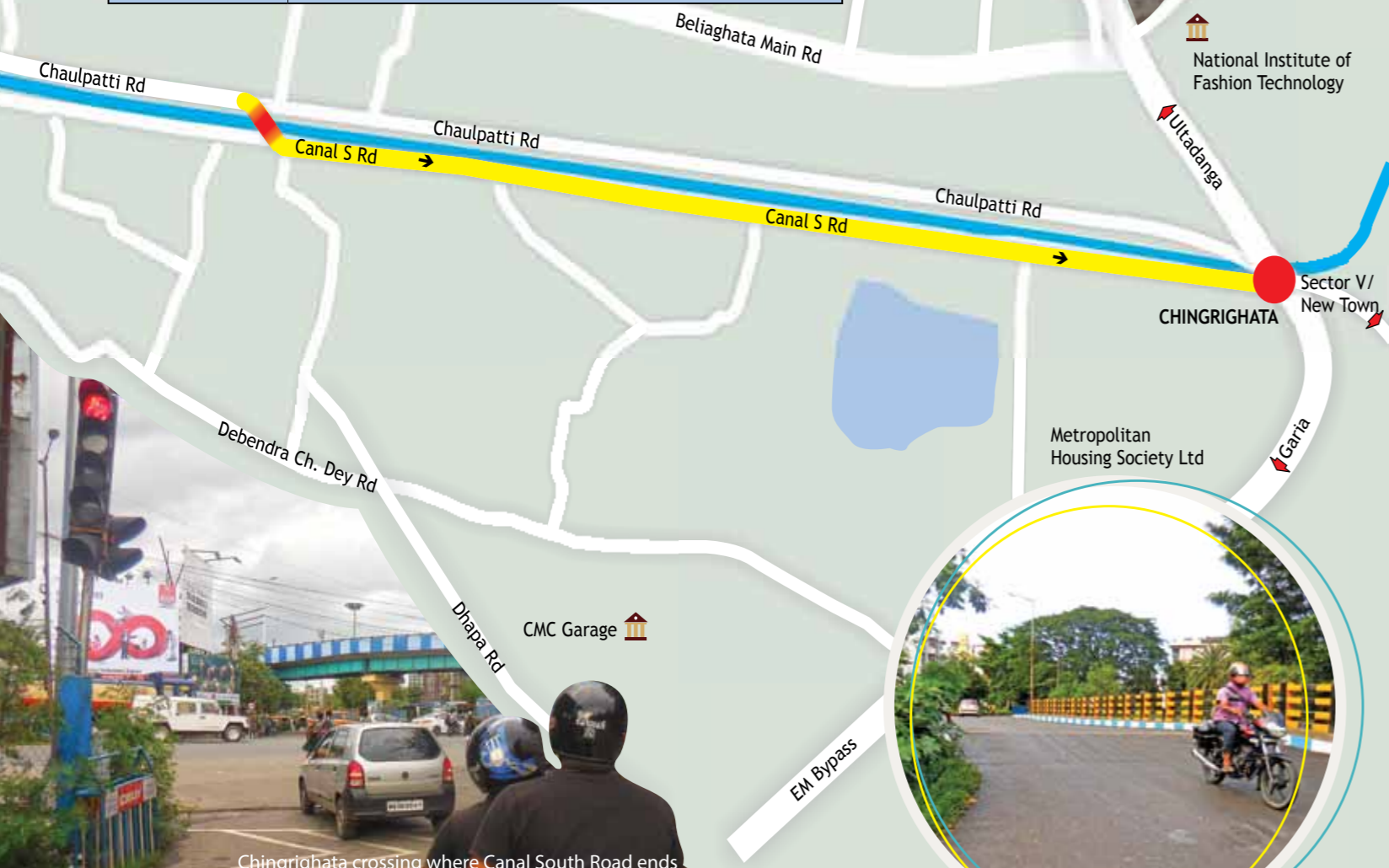




# 4 Canal South Road

Connects Sealdah crossing to Chingrighata crossing on EM Bypass. This road helps you to avoid the congestion on Darga Road, Park Circus, No. 4 bridge and JBS Haldane Avenue.

|                          |  |
|--------------------------|--|
| <b>Entrance</b>          | From Chaulpatti Road across Beliaghata Main Road   |
| <b>Exit</b>              | Chingrighata crossing on EM Bypass   |
| <b>How to access</b>     | From Beliaghata Main Road turn right into Chaulpatti Road after crossing Beliaghata Bridge. Follow Chaulpatti Road and enter the second right lane over a bridge on Beliaghata Canal and then turn left into Canal South Road. Continue straight to meet EM Bypass at Chingrighata |
| <b>Driving time</b>      | 3.5 minutes  |
| <b>Length of road</b>    | 2.8 km   |
| <b>Route</b>             | From Beliaghata Main Road after 700 metre on Chaulpatti Road take the bridge on right to move into Canal South Road  |
| <b>Surface condition</b> | Good; few speed breakers   |
| <b>No. of lanes</b>      | Single carriageway with 1 up + 1 down unmarked lanes   |
| <b>Traffic flow</b>      | Two- way traffic allowed   |



Chingrighata crossing where Canal South Road ends

To gain easier access to Jadavpur/ Santoshpur area from EM Bypass

|                          |  |
|--------------------------|--|
| <b>Entrance</b>          | Opposite 'METRO Cash and Carry' store on EM Bypass   |
| <b>Exit</b>              | Jora Bridge on Santoshpur Avenue   |
| <b>How to access</b>     | From Ruby Hospital on EM Bypass, drive towards Patuli. At the crossing immediately before 'METRO Cash and Carry' store turn right into Nandan Kanan Road |
| <b>Driving time</b>      | 2 minutes  |
| <b>Length of road</b>    | 1 km   |
| <b>Route</b>             | Upon entering the road from Sreejan Tower on right follow the road to reach Jora Bridge in Santoshpur. Turn left to reach Jadavpur                       |
| <b>Surface condition</b> | Average. Congested near Jora Bridge  |
| <b>No. of lanes</b>      | Single carriageway with 1 up + 1 down unmarked lanes   |
| <b>Traffic flow</b>      | Two- way traffic allowed   |

# 5 Nandan Kanan Road

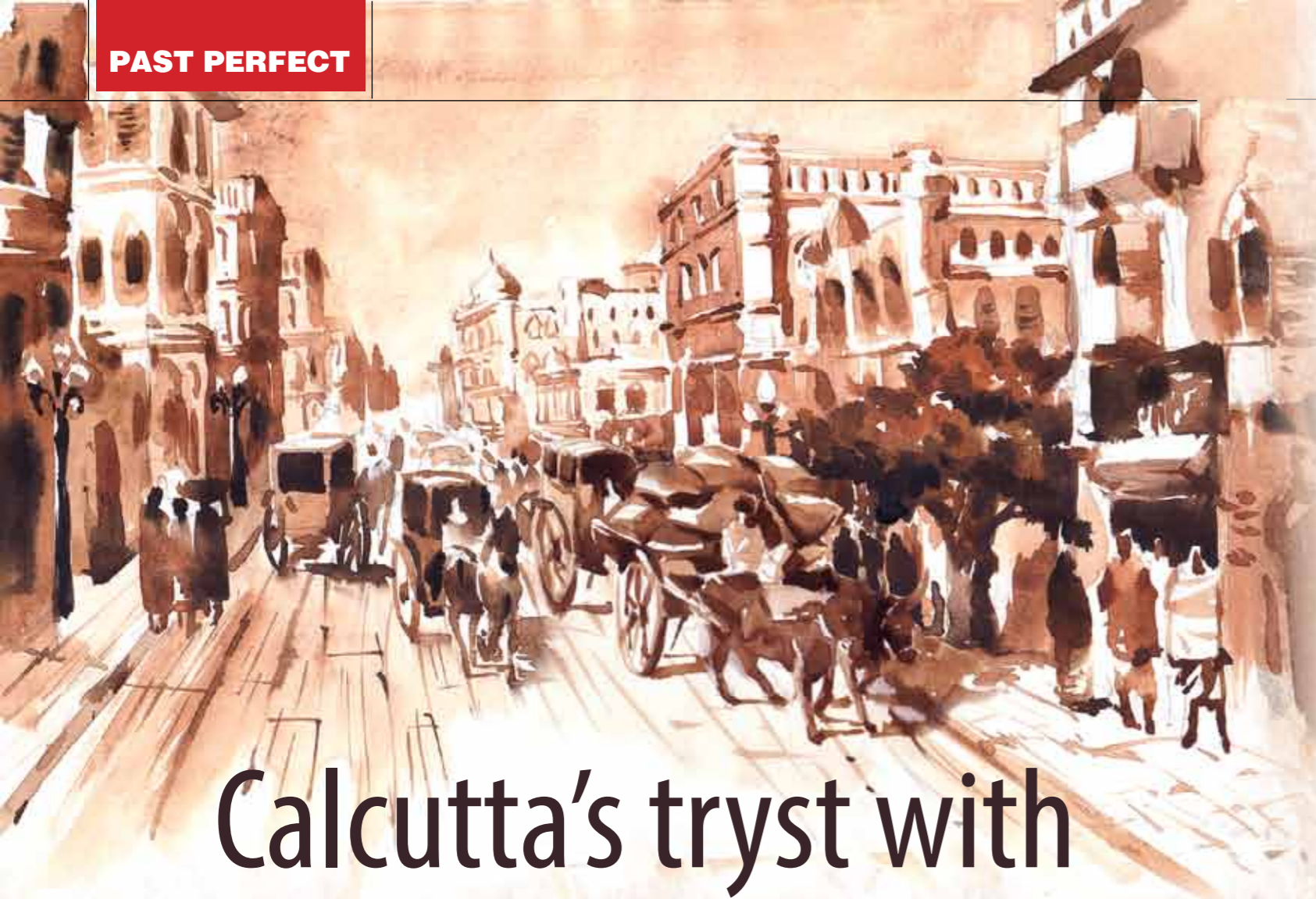


Nandan Kanan Road



Turn before Metro 'Cash and Carry' mall to enter the road





# Calcutta's tryst with wooden roads

Anindita Mazumder

At the turn of 20th Century our civic fathers faced a critical problem. The authorities of the Government Mint located on Strand Road complained that the noise and vibrations caused by the heavy traffic was interfering with the fine measurements of their balancing equipment. So a meeting was called between the municipal authorities and public works department to discuss the proposal of relaying Strand Road with wood!

This was not the lone proposal before civic authorities for using wood for roads. In 1908 the department of foreign affairs under Government of India which had its office at Esplanade

Row (East) also complained about the din caused by traffic, particularly trams on cobbled roads. They too submitted a memorandum in favour of wooden roads. Similarly, in 1907 Bengal Chamber of Commerce submitted a proposal to municipal authorities to pave roads with wood or any other material which would be long lasting since existing roads were unable to withstand the strain of fast moving vehicles.

In fact, Calcutta, in this decade, witnessed revolutionary changes in the field of transportation as automobiles were being introduced. At the same time, bullock carts and horse carriages were still in use. The condition of

Strand Road and Harrison (Mahatma Gandhi Road) Road were pitiable on account of the heavy bovine traffic. The civic authorities were caught in a dilemma over the material to be used for laying roads on which both cars and bullock carts could ply.

Circular Road, constructed by filling up Marhatta Ditch was the first metallised road in the city. It was built using brick chips but later on engineers switched to stone chips imported from China, Australia and Mauritius for constructing roads. But the escalating cost of stone chips increased maintenance cost of roads and the civic fathers were forced to look for alternatives. In addition, granite

cobbles caused great noise when iron horseshoes banged on stone and iron clad wheels rolled over the cobbles. Some streets like Dalhousie Square and College Street were covered with Macadam (using tar and stones), which offered a quieter and smoother ride, but wore out quickly under the weight of cargo carts.

But the first notion of using wood for laying roads was pitched by an engineer of the Corporation, Mr Ball Hill who during his visit to Burma (Myanmar) was quite impressed by the beautiful roads of Rangoon (Yangon), paved with teak wood and decided to experiment it in Calcutta. Accordingly, the Clive Ghat Street was paved with wood in 1902-1903. And the road lasted long enough.

Yet the civic body was not keen on wood for laying roads. This, despite the fact that Calcutta as the second city of the Raj often followed London.

## London

Using stone cobbles to line London's busier streets had been a practice since the 18th century — replacing crushed stone pebbles or large flat stones. Despite the noise factor by the 1850's, practically all the carriageways in London had been paved with granite setts or cobbles from Scotland. However, the streets were often muddy in wet weather and full of dust in the summer. Scavengers had to be employed to clean the streets and cart away the mud and manure. A layer of plank was placed upon a thick coating of concrete, and upon these the blocks were set upright in parallel rows across the street. Initially, pine was used for the blocks, and a mixture of asphalt and pitch was poured into expansion gaps between the rows of wooden blocks.

However, another problem arose; while wooden blocks were quieter than granite, they smelt worse! Some of the wooden blocks had a tendency to absorb what fell upon them, mostly horse urine, and on hot days, the stench was said to be noxious. This led to roads being paved with different sorts of wooden blocks, with harder denser wood being used in posher

areas, and the poor getting, well, poorer quality wood that was more inclined to soak up horse fluids. Another problem was that water would accumulate underneath the blocks and cause them to expand and pedestrians often tripped over them.

Meanwhile, wood for streets became a global trade. Wood from Canada, Scandinavia, and best of all, from Australia could be found on London's streets. Australian Jarrah proved to be the most durable road surface, being both hard and resistant to absorbing horse urine.

## Calcutta

But in Calcutta, the chief engineer of the Corporation strongly objected to wood paving, citing London's problems. Every year infections spread among Londoners because of the muck left by horses on the roads. Though disinfectants were regularly sprayed, the wooden roads remained a source of health hazard. Again, wood often expands and contracts due to climatic conditions which may increase accidents. So after quite a debate, Corporation decided to repair

paved roads. But the experiment failed because of the hot and humid climate of Calcutta which was not congenial to wood. And that was the end of wooden roads in Calcutta.

One of the factors determining the choice of road surface was the ability to clean them because animals left muck, and lots of it. After rains, the muck and mud rendered the road surface very slippery. And that is why the roads had to be cleaned with water, a service that began in 1818. Initially water carriers with skin bags washed the streets. Residents had to pay for this service. Usually, residents of the white town availed this service. Later on, some aqueducts were set up beside roads for this purpose. Water was supplied to these aqueducts from Chandpal Ghat and Nimtolla Ghat through pumps. Water cart came to be used for roads away from sources of water. In 1861, a powerful engine with 25 horsepower was set up at Chandpal Ghat. Hydrants were set up at various points as well. By the 20th century, major roads in Calcutta were washed thrice a day, arterial ones twice a day and pavements once a day till

IN 1910, THE CORPORATION AGREED TO PAVE TWO ROADS – CORNWALLIS STREET (BIDHAN SARANI) AND PARK STREET WITH WOOD

Strand Road with cobbles.

However, in 1910, the Corporation agreed to pave two roads – Cornwallis Street (Bidhan Sarani) and Park Street with wood for a sum of Rs 75,000 but a sudden increase in wood prices led to the abandonment of the project. Meanwhile, the increasing number of accidents on the slippery tar-macadam covered roads forced the corporation to think otherwise. Finally, the Corporation used wood to pave the Council House Street till Hastings Street after it received several proposals including one from forest department to supply Sal timber free of cost if it experimented with wood

the practice was done away with in the sixties. Water is considered to be quite damaging for modern-day asphalt roads.

Before signing off, I can't resist sharing an interesting aside. Victorians also thought of using rubber for coating the tops of wooden blocks, either individually, or as sheets spread over the road. While it offered many benefits such as horses did not slip on it and rubber was exceptionally quiet, it wore out quickly. Instead, modern men thought of using rubber on the wheels of the motor vehicles. The idea has thus, lived on in the guise of tyres.





*Let's explore the historical masterpieces of Santiniketan. Drive with a fleet of WHEELERS escorted by Pilot Vehicle, Route Marshal and Service Crew*

**Destination: Santiniketan**  
**Date: 15-16 August 2015**  
**Distance: 158 km from Kolkata**

To register call  
**9830370371 / 9038519911**  
[www.kolkataonwheels.com](http://www.kolkataonwheels.com)

KOLKATA ON  
**WHEELS**  
 DRIVING THE BEST ABOUT THE CITY  
**DRIVE  
 TOUR**

**CHANGING FACE**

JUNE 2015



## Nazrul Tirtha

Team WHEELS

**L**ofty walls studded with quotations from his literary works greet you as you walk past the amphitheatre and listen to *Nazrulgeeti* playing softly in the background. The very ambience fills you with a warm feeling of awe and amazement as you enter the premises of 'Nazrul Tirtha', the cultural and educational centre dedicated to the rebel poet Kazi Nazrul Islam. Located at Action Area 1, in New Town, this latest tribute to a luminary of our literary firmament is yet another feather in the cap of West Bengal Housing and Industrial Development Corporation (HIDCO).

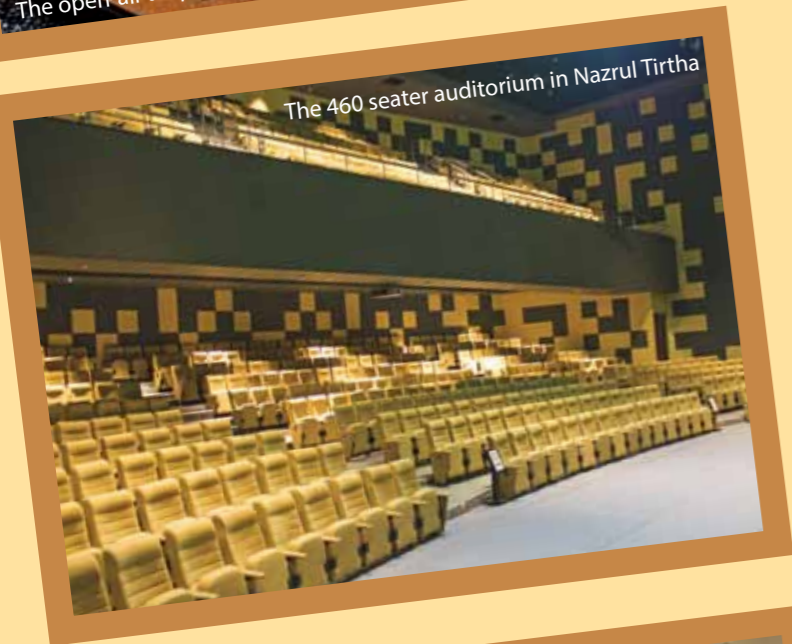




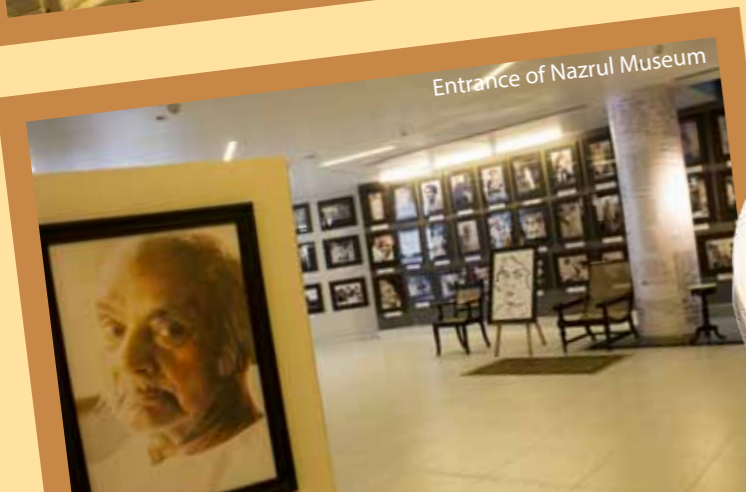
# CHANGING FACE



The open-air amphitheatre



The 460 seater auditorium in Nazrul Tirtha



Entrance of Nazrul Museum



The 'Aasan' where Kazi Nazrul Islam used to practice his *sangeet*



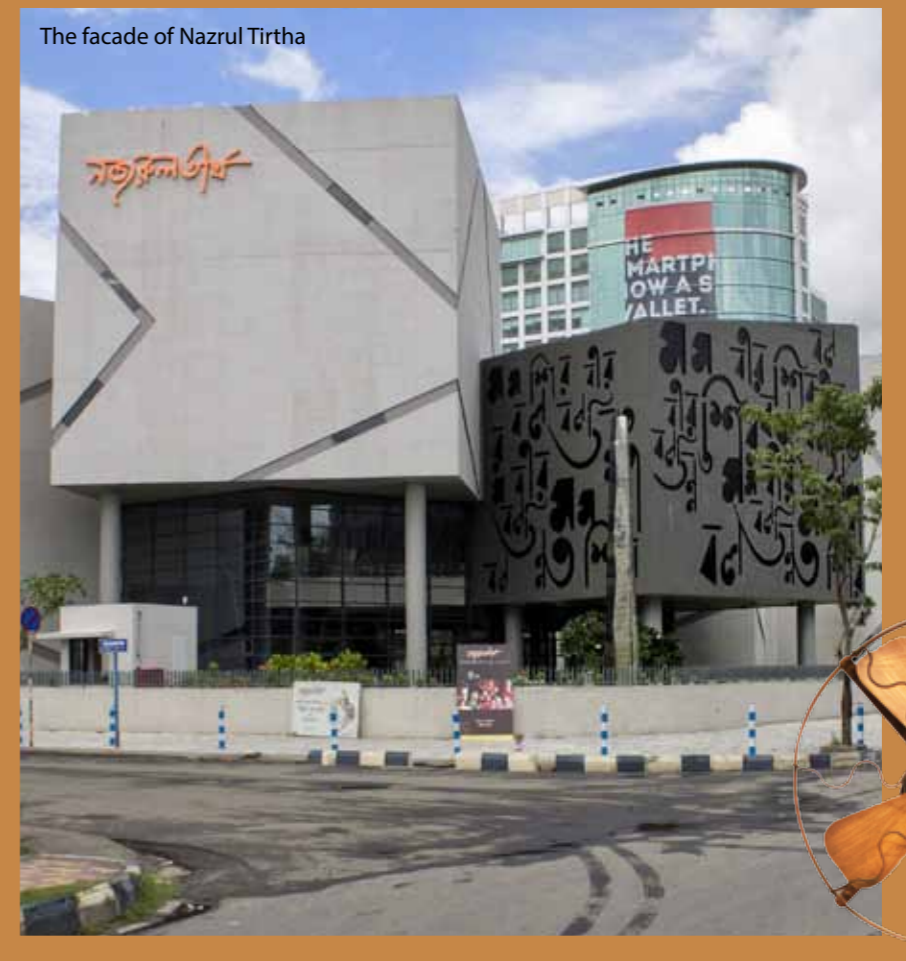
Nazrul Museum showcasing the life and work of the poet



The Gramophone used by the poet

From housing an amphitheatre for recitals to a state-of-the-art fully equipped auditorium for modern screenings, Nazrul Tirtha is an ideal cultural centre for those pursuing either traditional or new forms of art.

The museum inside Nazrul Tirtha is easily the biggest attraction in the place. Visitors can embark on a visual journey on the life and works of the rebel poet Kazi Nazrul Islam. Get a glimpse of his writing table, his sitar and the legendary painting of the poet made by Tagore with a visit to this latest attraction at New Town which is fast emerging as the new cultural hub due to initiatives taken by HIDCO.



The facade of Nazrul Tirtha

## NAZRUL TIRTHA

**Address:** Major Arterial Road (East-West) Action Area 1A, AF Block, Newtown, (Next to DLF IT Park), Kolkata 700156

**Tel:** 033 23246121

**Timing:** 2 pm to 7 pm

**Entry Fee:** ₹10 per head for museum

**Car Parking:** Available in vicinity





# New CAR SPARES At Prinsep Street

Ankita Chakraborty

**A**s you drive from Esplanade towards Chandni Chowk, you will find a large number of shops inside Prinsep Street on left selling a wide variety of car spares and other parts. Unlike Mullick Bazaar, which is famous for old spare parts, this street is known for new car spares and body parts. Like all other wholesale markets, the USP is the price and availability of a wide variety of products. If your local car spares store doesn't have an item, this market will definitely have it in stock and at a much lesser price. Here, a customer can get a product at a much lower price than the neighbourhood stores. Since the narrow lane has a number of shops offering similar line

of products, prices are fair. Starting from mobil filter of a car to ball joints, tyrodents and body parts like head lamps, fenders, bonnet and others, a customer will find it all, that too, at a much lower price. It interesting to note that one will find distributors, sotckists and single item retailers all in the same market

## History

Well, this market is said to be almost a century-old. But with hardly any documents available, shop-owners do not have any idea about the oldest shop in the market. Jyoti Motors, New Gen Vehicles, Bansal Auto Distributors, Standard Automobiles and Auto Traders

are some of the noted ones among the older lots. Most of the shops here are running for generations.

## The Bazaar

While you drive from Esplanade towards Chandni Chowk through Chittaranjan Avenue turn into the second left lane marked as Prinsep Street. Enter the street and you will find rows of shops dealing with car spare parts. The bazaar which started at Prinsep Street, has now spilled over to several adjoining streets. Ganesh Chandra Avenue, Waterloo Street, Sooterkin Street, British India Street and Mango Lane together have around 500 shops. The bazaar is part of the city's oldest commercial hub, the 'office para'.

Calcutta Motors Dealers Association (CMDA) was formed in 1946 by 10 dealers. At present CMDA has 650 members including current owners of a number of stores in the street. However, many of the stores which were here even

There are very few dealers who stock almost all car spares as it becomes very difficult to keep track of the varied parts."

## Shops

There are almost 650 shops in the market. The noted and popular ones are always busy with customers. On entering any shop, you will find a number of products piled up one over another leaving hardly any space inside. According to the owner of Auto Traders which deals only in Maruti car spares "There is hardly any price difference between the local market and ours but you can get a discount but if you buy it in volumes." Similarly, Daga Auto Distributors deals with new parts of Eicher, Tata and Hyundai. The other prominent distributors in the market are India Motor Parts & Accessories Limited (IMPAL), Jalandar Motor Agency (JMA), J J Automobile Limited.

## USP

The market is a one stop destination for spare parts of cars of all makes and types. Be it a Mahindra or a Maruti, Prinsep Street is the place to go to. Affordable prices and strict quality control by the dealers ensures a safe buying environment for wholesale purchasers as well as one for retail buyers. The regular car owner may prefer to buy a spare part of his car from this market at a much lower price when compared to the local store or service centre. While genuine company parts are assured, the prices are reasonable too due to the immense competition among the shops. These factors coupled with the huge variety of products make Prinsep Street the ultimate bazaar for car spare parts.

## Products and Brands

All kinds of car spares, miscellaneous







products and body parts are available in the market. None of the shops deal with old parts in the market. While some shops deal with many parts of different brands, others deal exclusively with a particular brand. Spares of top car companies like Honda, Hyundai, Tata, Maruti, Toyota, Renault, Volkswagen and others are available in almost every shop in the area.

Indispensable products like engine oil filter, air filter, lubricants, diesel



filter, ball joints, tyrodents, head lamps, rear tail lights, fenders, bonnet, hatch, front and back bumper are readily available. Some shops offer a discount while others may not, depending upon the volume and margin.

**Source of products**

Products are sourced from many parts of the country. Delhi, Mumbai, Faridabad being the main centres. Products are also supplied to other areas of West Bengal from this market.

**Market economics**

Wholesalers dominate the market. There is hardly any profit margin said Mr Sonpal of Jyoti Motor Stores. Apart

from regular customers, retail shop owners and distributors too come to this market to procure spares. The transactions are generally in cash but if one enjoys the trust of the shop owner then cheques are accepted as well.

**Market Chain**

The distributors are the main procurers for all products in the market.



From them, dealers stockists and individual shops get their supplies.

They then sell the products to garages, registered service centres or individual one-off customers.

**Market Trend**

The growth is somewhat stagnant as of now. Volume of business has neither gone up nor plunged. The downside is that a huge number of high end car manufacturers like Mercedes, BMW and Audi sell their spare parts themselves for quality control. However, with the number of car owners growing in the city, traders are hopeful of a boom in business in the near future.

So if you're looking for any spare part of your car, head towards Prinsep Street.



**FAST FACTS**

- Location:** Prinsep Street (between CR Avenue and Bentinck Street)
- Open days:** Monday – Saturday
- Timing:** 10:30 am - 7 pm
- Car Park:** On Bentinck Street



# Car Humour In Print

Pradeep Goptu

Ever since the first association of automobiles in the country was set up in Calcutta in 1904 to popularize motor cars and motor sports, motorists found themselves at the receiving end of wit and humour in print.

Newspapers and magazines printed amusing incidents and anecdotes, often with sketches attached of motorists in various hilarious situations to highlight the humour that cars had brought into their lives. Here are some examples

## Religion and cars

Till the 1950s, motor insurance was in the hands of private companies and they charged different premiums for different categories of customers. Those motorists adjudged to be prone to risky behaviour were charged more for their fast cars, while others – like men of God – were charged less. This led to this editorial piece in the leading English daily of the day in the 1930s:

“Did you know there was a close connection between religion and motoring? Perhaps one day we will have a full classification by religion of a motorist’s capabilities,” it read.

What led to this article? The newspaper complained that a London firm of insurance brokers had

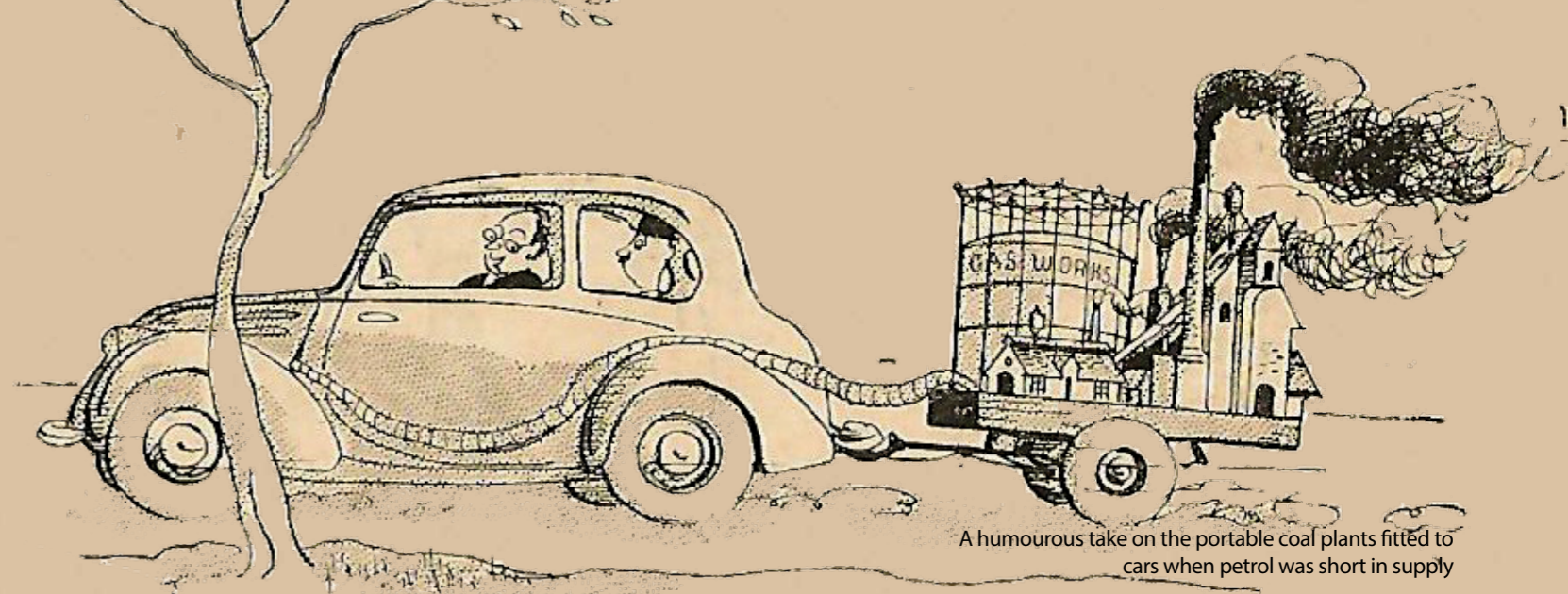
decided that among various members of the Church, favourable rates of premiums would be offered, specially to Methodists. The insurance firm had explained to the newspaper that their (the Methodists, that is) records “are marvellous due doubtless to the fact that they are more soberly living, more orderly and more cautious than other people. And their usual high standard of morals puts bogus claims out of the question”.

Unfortunately, at that time, there was a scandal of sorts doing the rounds about the group and the newspaper sarcastically remarked that the nasty stories in circulation were possibly partly or entirely false and libelous. Or better still, said the article, perhaps the negative stories were only about those who did not drive or did not do naughty things in their cars. “Not one of the seductions that take place in uncomfortable places – of which some appear to be so fond – ever did take place inside a motor car,” the article concluded. In other words, motorists were good souls who did not do anything naughty inside their cars. If only they knew!

## Tackling Breakdowns

By the 1930s, motorists were driving all over the place either alone or accompanied by spouse, friend or companion (nothing naughty about it).

If they had a breakdown midway, they would attempt to repair the problem themselves, and the visual result would tickle the readers’ funny bone. This cartoon printed from a widely circulated English journal in our city shows a troubled couple at the roadside beside their two-seater saloon and carried a caption “The instruction said it was only necessary to remove the rotor arm – have you found it?” Some of us may have seen similar scenes on our roads.



## Beating petrol shortages

Before Independence, almost all the petrol sold in India was imported into the country by a handful of British and American companies. Whenever there were any disturbances anywhere and shipping lines were disturbed, supply of petrol ran short or the fuel was rationed. Some technicians and companies came up with portable coal or charcoal plants that were fitted to the back of cars and used to produce a gas (like CNG or LPG, but weaker) that petrol engines could run on.

This cartoon did an amusing take on the situation with a four-seater car towing a small trailer producing the gas that kept it running!

## Unhelpful private pumps

Petrol companies would often put

up pumps inside private premises like palaces (Nizam Palace), or big companies (J Thomas or Birla Brothers) or at remote locations (coal mines or steel plants) on highways.

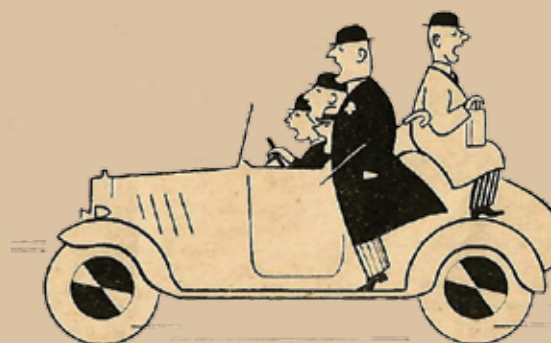
These pumps sold petrol only to cars owned by the hosts and refused to serve normal car owners, irrespective of their problems. This caused much resentment and letters of grievances reached the editors.

The cartoon showed a private pump refusing to serve an Indian adventurer who had run out of petrol during a world tour. The adventurer had run out of petrol but the service station attendant refused to help him

## Suffering car pools

In addition, during any crisis in fuel supply, the government advised junior officers and assistants, as well

as self-driven car owners to travel using car pools. This would save fuel. Often car pools were forced on people because the government requisitioned cars for relief efforts or emergencies or official work (a practice that continues till today during elections). Of course, this did not apply to the high and mighty like top government officials, Indian



princes or zamindars.

A cartoon depicting an overloaded two-seater car with passengers standing even on the footboard or on the trunk who merrily sing as they travel (or are they abusing the government?) was the resultant rib tickling humour.

The car also provided new situations to cartoonists for witty takes on traffic jams, one-way traffic and unmindful pedestrians and jaywalkers.



Entreaties for refuelling fall on deaf ears



# Women's Car Rally



The morning of June 7 was a regular lazy Sunday for most; but it was nothing short of an iconic moment in the history of motor sports as it saw 30 odd cars with female drivers and navigators zoom through the streets of Kolkata for the car rally organised by Bengal Motor Sports Club (BMSC)

The dream of the present Secretary General of BMSC, Mr Arun Bhatia was realised when a car rally exclusively for women was held in the city in association with the Lions Clubs International to give a boost to 'SAVE THE GIRL CHILD' campaign launched by the Prime Minister to arrest a declining sex ratio.

The event was organized under the guidelines of Federation of Motorsports Club of India (FMSCI) with 'Kolkata on WHEELS' as the magazine partner. The event had in total 30 participants in the expert and novice categories. The flag-off from the 'Quest Mall' gave the event the much-needed kick-start. The participants had to overcome the scorching heat and display their expertise in driving, and navigating while being proficient in time management to earn their place on the podium.

The drivers had to manoeuvre their way through challenging routes, drive close to 70

kms on urban tarmac amidst traffic and steer their team all the way to New Town to hit the Time Controls and finally conclude the event at Lions Safari Park, Southern Avenue.

The results were declared in the evening and was followed by a gala prize distribution ceremony which was attended by stalwarts from the motor sporting fraternity.

| WINNERS                             |                       |
|-------------------------------------|-----------------------|
| <b>Expert Category</b>              |                       |
| 1st position                        | - Debarati Chanda     |
| 2nd position                        | - Arpita Chatterjee   |
| 3rd position                        | - Nandita Ghosh       |
| <b>Novice Category</b>              |                       |
| 1st position                        | - Kripa Dutta         |
| 2nd position                        | - Jharna Mukherjee    |
| 3rd position                        | - Sanjukta Chatterjee |
| <b>Best All Women's Team</b>        |                       |
| Sudeshna Banerjee and Anusuya Gupta |                       |

## WHEELERS FORUM

### EVENT CALENDAR July to September 2015

| Date      | Programme                             | Participants                |
|-----------|---------------------------------------|-----------------------------|
| July 12   | Monsoon Drive to Usthi                | Life WHEELERS & families    |
| July 19   | 'SPEED CHASE' Corporate Treasure Hunt | Corporate Teams             |
| Aug 15-16 | Overnight Drive Tour to Santiniketan  | Life WHEELERS & Subscribers |
| Sep 20    | Annual General Meeting                | Life WHEELERS               |

### Announcement



Life WHEELERS and subscribers are invited to register for the Overnight Drive Tour to Santiniketan on Saturday and Sunday, August 15-16, 2015. For details call Subhajit Pal at 8420844050 / 9830370371 or log on to [www.kolkataonwheels.com](http://www.kolkataonwheels.com)

### Birthday Greetings

- 18 July : SUNIRMAL CHAKRAVARTHI
- 18 July : MAHUA BISWAS
- 26 July : RAJA DEY
- 26 July : KAUNISH CHAKRABORTI
- 1 August : GOPA SARKAR
- 2 August : RAJ KUMAR CHHAJER
- 8 August : SOUMEN KAR
- 9 August : SOUMYA ROY
- 10 August : REZAUL KABIR MONDAL
- 10 August : CHANDAN ROY
- 12 August : RAJESH PATHAK
- 12 August : SANJIB KUMAR PAIK
- 15 August : ARINDAM MUKHERJEE



### Wedding Anniversary Greetings

- 24 July : SUTANU GHOSH
- 4 August : KAMALENDRA NARAYAN DEB
- 4 August : S. SARBADHIKARY
- 5 August : PEEYUSH BHADURI
- 9 August : SANJAY DASGUPTA
- 13 August : DEBAPRIYA BRAHMA
- 14 August : JAYANT BASU
- 15 August : SUDIP AUDDY
- 15 August : DR. MAHUA BASU



### My Trip

## To Gopalpur-on-Sea

My fascination with driving recently fetched me the opportunity of trying out a friend's brand new Mahindra XUV 500 for a trip to Gopalpur-on-Sea. We started out early at 5:30 am on April 1, a bright sunny morning and took Kona Expressway and continued on NH-6 towards Kharagpur.

The diesel vehicle had a slowpick-up but soon we were zipping down the highway at about 80 kmph. Although the XUV 500 has a high ground clearance with a good road grip, the mileage is considerably lower than that of most other SUVs at 12 kms per litre with the air-conditioning working at an optimum through out the journey.

Soon the serenity of the surroundings encompassed us and we were well on our way. We halted briefly for breakfast at a dhaba near Balasore at around 11 am and ate some patties, by then cold, which we had enthusiastically bought for the journey in the morning.

We continued non-stop till Bhadrak, which was exactly the midway point between Kolkata and Gopalpur (300 kms). We stopped for lunch at a roadside eatery. The remaining drive was at approximately 110 kmph on the excellent roads in Odisha, passing by the well-known Chilka Lake, the Rambha district and the Tampara Lake. The scenic beauty of the stretch was spectacular with railway tracks running parallel to the highway on one side and gentle hill slopes on the other. Upon entering Ganjam district, we passed by the vast cordoned off stretch procured by Tata Steel Ltd for

their Gopalpur project and reached our destination after an eleven-hour-long drive at 4.30 pm.

We stayed at Mayfair Hotel at Gopalpur, earlier an Oberoi property, a 5 star resort with excellent facilities and a fantastic view of the Bay of Bengal. Our idyllic sojourn lasted for four days as we lazed on the private beach while soaking up the sun and enjoying the break from the everyday stress of city life. To sum it up, a leisurely drive offers the best relaxation.

Life WHEELER Prabal Dey





**203 km**  
Distance from Kolkata

**5 hrs**  
Driving Time

**2 day**  
Road Trip

# MOTIJHEEL

## Drive to Paradise

Team WHEELS



**Beautiful Bengal**  
West Bengal Tourism

Promoted by  
**Tourism Department**  
Government of West Bengal

In a wonderful initiative the State Government has come up with a brand new property in an exotically beautiful location in Murshidabad, giving the state a much needed boost in tourism. Welcome to Motijheel Tourism Destination – truly a rare find in the tourism circuit. An endeavor of the Government of West Bengal, it is an evidence of the state’s renewed interest in developing the hospitality sector. Team WHEELS shares their fascinating experience - read on

### Route

We started for our destination from Ultadanga traffic island at around 7:30 am. We drove straight through VIP Road towards NSC Bose Airport. At the intersection of Jessore Road (NH-34) we turned right and continued north towards Barasat. From Dakbungalow Morh at Barasat we entered the left fork and continued past Amdanga, Barajaguli, Chakdaha, Ranaghat, Fulia and Beldanga on NH-34. We halted only once at Sarai Khana Dhaba for tea and reached Krishnanagar at 10:30 am.

Near Palpara Morh in Krishnanagar, we had our breakfast at Hotel Haveli, the best address for dining on NH-34. Thereafter we continued on the highway and went

past Dhubulia, Nakashipara, Rejinagar and Plassey to reach Panchanantala Morh in Berhampore, Murshidabad.

From the congested Panchanantala junction we turned left and continued on NH-34 for 1.3 km and found a traffic island with the Berhampore bus terminus on left. From that traffic island we took the right lane and entered Netaji Road, leaving behind NH-34. After continuing for 1.5 km, the road took a right bend into Kazi Nazrul Sarani and ran adjacent to River Hooghly. We followed the road,

recently paved, for 3.9 km to find an intersection and again turned left to reach Motijheel. The entrance lies inside the lane opposite to an Indian Oil petrol pump.

At present, the road condition of NH-34 upto Krishnanagar is reasonably good. However, after Krishnanagar, the renovation of NH-34 to a 6-lane new generation highway is in progress. So, barring the short stretches where the new and old highways merge, the road surface on the entire route is largely satisfactory.

### Motijheel

Motijheel Tourism Destination is a ₹20 crore project - an initiative of the Department of Tourism, Government of West Bengal and implemented by the Office of District Magistrate of Murshidabad.

The property came up on a low-yielding land which originally belonged to the Nawab’s estate

Kazi Nazrul Road which connects Motijheel



and was later vested with the state government. The project includes a horseshoe-shaped lake spread over 240 acres and another plot of land measuring 45 acres on which the property and the garden came up within a span of one year.

### History

Motijheel - an oxbow lake, spread over 240 acres, was formed out of an abandoned bed of river Bhagirathi. It derived its name from the extensive practice of *Moti* or pearl cultivation during the Nawabi period. The jheel was famous for raising golden tinted pearls extracted from *Unio Margaritifera* species.

Motijheel lies about one kilometre south of Lalbagh. This beautiful horseshoe shaped lake was excavated by Nawazesh Mohammad, the husband of the infamous Ghasseti Begum. In the palace of the Begum which once stood at the deepest corner of this crescent shaped lake, Lord Clive had celebrated the



acquisition of the Dewani of Sube Bangla (Bengal, Bihar and Orissa) in 1765. This cradle of British Rule in India stood witness to a remarkable turning point in the country's history.

Motijheel was the home of Warren Hastings when he became the Political President at the Durbar of the Nawab Nazim (1771 - 1773 AD). Motijheel also came to be known as 'Company Bagh' since it was occupied by officials of East India Company for a long period of time.

The only old building that stands today is the Ghaseti Begum Mosque compound. There is another brick structure, 'Gupta Dhanagar' (secret treasure house) of the Begum, located just outside the left end of the horseshoe lake. In front of the mosque is a small enclosure which has four tombs containing the mortal remains of Shahamat Jang alias Nawajesh Muhammad, Ekram-ud-Doula, the younger brother of Siraj-ud-Doula, Ekram-ud-Doula's tutor, Shumshereh Ali Khan the General of Nawajesh Muhammad and the nurse of Ekram-ud-Doula.

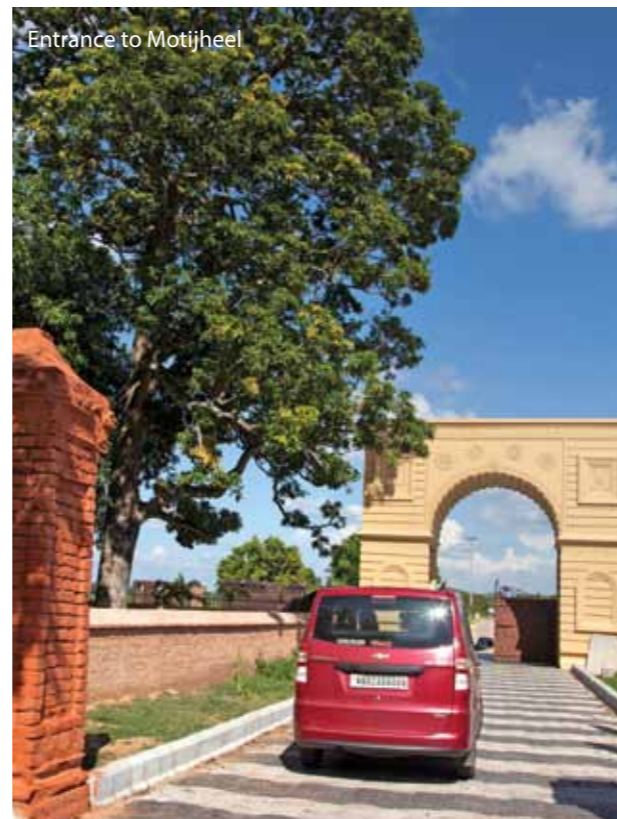
**Motijheel Tourism Destination**

As we entered into the compound, our jaws dropped at the sheer vastness of the property. The foundation stone of Motijheel Tourism Destination was laid by Chief Minister Mamata Banerjee on 17 December 2013 and inaugurated by her recently on the 1st of July 2015, earning accolades in the tourism circuit.

As our car entered through the huge gate of Motijheel, a straight pathway paved with maroon and buff coloured tiles and hemmed by newly planted trees and theme lamp-posts greeted us. A beautiful landscaped garden opened into the distant lake- Motijheel appeared to its visitors as a new paradise on earth for its sheer ethereal beauty.

An endless blue sky with white happy clouds floating around on the horizon only adds to its charm. Fluttering butterflies and chirping birds complete the picturesque setting. Occasionally, some distance away, trains go whistling past, a reminder of the presence of civilization nearby.

We were welcomed by the caretaker



who was waiting for us with his battery operated golf cart at the intersection of a crisscrossing pathway. The pathway led us to three picturesque cottages set a little higher up on the landscaped garden against the backdrop of the lake and the vast sky.

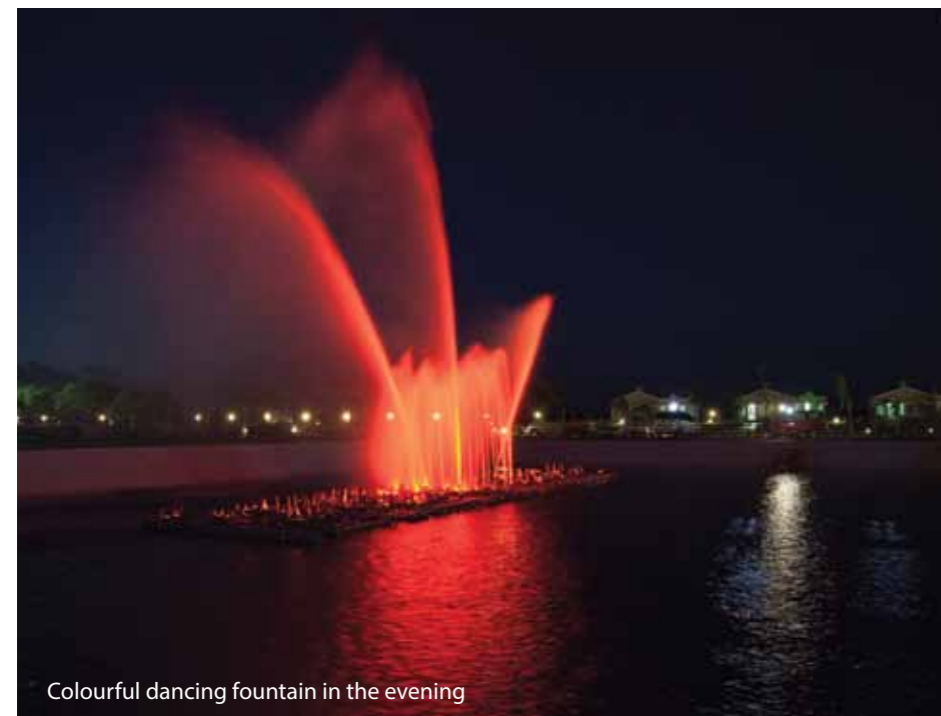
Each cottage has two double-bed rooms and one suite, all airconditioned with attached baths. The glass windows are covered with heavy curtains. The rooms were quite impressive with wooden furniture complemented with decent furnishings and linens and lit by roof mounted lights, concealed in false-ceilings.

Lunch was served by the uniformed staff of the Circuit House. We were told

restaurants and power back systems are yet to come up at the property. A watch-tower called Tourist Facilitation Centre has been constructed, overlooking the pool with the dancing fountain. It would serve as the central dining hall while its top floor would be the viewing point for tourists.

After a quick lunch, we set out to explore the place in one of the two 7-seater-golf carts donated by the local branch of IDBI bank under its CSR project. We took the tiled pathway encircling the semi-circular lake. The winding pathway around the lake is 3.5 km long and surrounds the entire property on three sides except the entrance.

The property has a parking



Colourful dancing fountain in the evening

| ROUTE MAP<br>KOLKATA - MOTIJHEEL |           |                                     |  |
|----------------------------------|-----------|-------------------------------------|--|
| TRIP DISTANCE (km)               | DIRECTION | ROAD NAME                           | ROUTE DESCRIPTION  |
| 0.0                              |           | KAZI NAZRUL ISLAM SARANI (VIP ROAD) | Set car's trip meter to "0" opposite the entrance to NSC Bose Airport on right. Proceed forward to meet Jessore Road |
| 0.1                              |           | NATIONAL HIGHWAY- 34 (JESSORE RD.)  | Meet Jessore Road and turn right   |
| 7.7                              |           | NATIONAL HIGHWAY- 34 (JESSORE RD.)  | MADHYAMGRAM crossing- continue forward   |
| 10.1                             |           | NH - 34                             | Reach BARASAT Dakbungalow crossing and enter left fork and proceed towards Krishnanagar                              |
| 22.7                             |           | NH - 34                             | Amdanga Police Station on left   |
| 38.6                             |           | NH - 34                             | Barajaguli crossing - proceed forward  |
| 44.1                             |           | NH - 34                             | Birohi crossing - take right from Y-fork   |
| 45.3                             |           | NH - 34                             | Sarai Khana Dhaba on left  |
| 50.5                             |           | NH - 34                             | BPCL pump and Food park  |
| 54.8                             |           | NH - 34                             | Chakdaha crossing - proceed forward  |
| 66.3                             |           | NH - 34                             | Ranaghat crossing - proceed forward  |
| 67.1                             |           | NH - 34                             | Take left from Y-fork  |
| 75.7                             |           | NH - 34                             | Fulia - proceed forward  |
| 78.7                             |           | NH - 34                             | Take right from Y-fork and continue on NH-34 near Shantipur  |
| 101.3                            |           | NH - 34                             | Reach KRISHNANAGAR - Pal Para Morh. Take left from fork to continue on NH-34   |



area beside the main entrance with a ticket counter for the daily visitors. It has two parks for children, a fruit orchard, Motijheel Bhavan – for additional accommodation and holding conferences, a musical fountain inside a vast concrete pool, several gardens, few statues of historical personalities and the Conspiracy Centre with statues on a granite platform, reminding us of the grim history. It was at this spot of Conspiracy Centre where the palace of Ghaseti Begum existed (now in ruins). Here, she had conspired with the

into this magnificently landscaped garden within the short time. He also showed us around the 56 varieties of mangoes which is now being cultivated in the orchard.

Talking to Pralay Raychaudhuri, the project officer in-charge of Tourism Department, while sitting on the wrought iron benches in front of the colourful dancing fountain at night, we came to know that most of the 84 farmers who previously cultivated the land here, have been engaged under the 100-day employment generation



among the several thousand migratory birds which arrive there every winter.

He explained that even if half of the total 7 lakh visitors who come to see Hazarduari can be induced to visit the Motijheel Tourism Destination against an entry fee of ₹20, this would be a profitable venture, run on public-private-partnership.

Plans are afoot for a floating restaurant, floating villas, boating facilities and a ropeway to connect the Radha Madhab temple beyond the lake within the next two years.



Endless clouds floating in the azure summer sky

English to defeat Nawab Siraj-ud-Doula and paved the way for British rule in India for the next 200 years. The whole property is being surrounded by iron railings outside the semicircular lake.

Mr Goutam Roy, Deputy Director of department of Horticulture and the in-charge of gardening and horticulture of Motijheel explained us the way in which the barren land was developed



Pathways patterned with maroon and yellow tiles



Ghaseti Begum mosque

(MGNREGA) scheme as daily workers against a pay of ₹169 per day to maintain the garden. A keen bird watcher, the officer pointed out the birds as Asian open bill, Sandpiper which frequent the lake throughout the year along with the Lesser whistling ducks, Common coot and Cotton pygmy Goose as the main species



View from the Watch Tower

| ROUTE MAP<br>KOLKATA - MOTIJHEEL |           |                    |   |
|----------------------------------|-----------|--------------------|---|
| TRIP DISTANCE (km)               | DIRECTION | ROAD NAME          | ROUTE DESCRIPTION   |
| 103.0                            | ↑         | NH - 34            | Hotel Haveli on right, continue forward   |
| 109.3                            | ↑         | NH - 34            | <b>Hansdanga</b> junction - proceed forward (road on left goes to Mayapur)                          |
| 127.1                            | ↑         | NH - 34            | <b>Bethudahori Sanctuary</b> on left - proceed forward towards Berhampore                           |
| 152.5                            | ↑         | NH - 34            | <b>Plassey</b> - proceed forward  |
| 153.3                            | Y         | NH - 34            | Take right from Y-fork  |
| 171.9                            | +         | NH - 34            | <b>Beldanga</b> crossing - proceed forward towards Berhampore                                       |
| 191.3                            | ↙         | NH - 34            | Reach <b>Panchanantala Morh in BERHAMPORE (MURSHIDABAD)</b> . Take left bend and continue on NH- 34 |
| 192.6                            | ↘         | NETAJI ROAD        | Take right from the traffic island at Berhampore bus terminus, leaving NH-34                        |
| 193.8                            | +         | NETAJI ROAD        | Proceed straight by the road towards Motijheel  |
| 194.1                            | ↓         | KAZI NAZRUL SARANI | Go under an overhead traffic sign board of Motijheel on the road passing beside River Hooghly       |
| 197.5                            | ↘         | KAZI NAZRUL SARANI | Continue on the road taking a right bend beside River Hooghly                                       |
| 198.0                            | +         | ROAD TO MOTIJHEEL  | From the intersection take left towards Motijheel   |
| 202.1                            | ↘         | ROAD TO MOTIJHEEL  | From an Indian Oil fuel pump take right turn into the lane for Motijheel                            |
| 202.7                            | ↑         | ROAD TO MOTIJHEEL  | Proceed to find Motijheel Gate  |





Kathgola Bagan



Nashirjang Rajbari



Nizamat Imambara

## Other places to see in Murshidabad

### Hazarduary

The Hazarduary Palace or the palace with thousand doors, is the main attraction of Murshidabad. Built in between 1829 – 1837 AD, Nawab Najim Humaun Jah got it constructed by Duncan McLeod. Constructed in European architectural style, it has 114 rooms and 8 galleries and is spread on 41 acres. It is now a museum with exquisite collection of armoury, rare paintings, works of art including ivory and silver.

### Imambara

Inside the compound of Hazarduari, parallel to the north face of the Palace

stands the Nizamat Imambara. It was built in 1847 by Nawab Nazim Mansoor Ali Khan Feradun Jah, son of Humayun Jah after the Imambara built by Siraj-ud-Doula was destroyed by fire. The Imambara is the largest in Bengal and is perhaps the largest in India which remains open for 10 days in a year during Muharram.

### Wasef Manzil

This palace was built in 1905 by Nawab Wasef Ali Mirza, Nawab of Murshidabad, as the last Nawabi structure. The staircases made of marble and beautiful statues in this palace are worth seeing.

### Katra Mosque

Katra Mosque is an imposing structure built by Nawab Murshid Quli Khan in 1723 - 1724. It remains as one of the most important tourist attractions in Murshidabad with a gorgeous building, huge domes and high minarets and a simple cemetery of the Nawab below the front staircase.

### Kathgola Bagan

Built by Lakshmiapat Dugar and Dhanpat Dugar, Kathgola Bagan has a beautiful palace with marble and lime works, marble statues and a Jain temple - worth a visit.



Rooms at the resort



Seating area in the suite

Adorned with all modern day tourism facilities amidst the remnants of historical monuments, Motijheel is the perfect weekend getaway. This latest feat by West Bengal Tourism is yet another significant milestone for the Government of West Bengal.



Hotel Haveli on NH-34



**Beautiful Bengal**  
**West Bengal Tourism**

Promoted by  
**Tourism Department,**  
**Government of West Bengal**

### BOOKINGS: MOTIJHEEL TOURISM DESTINATION

| Name & Contact no.  | AC Deluxe | AC 2 bed      | Non AC | Facilities  |            |            |     |                      | Standard |
|---|-----------|---------------|--------|-------------|------------|------------|-----|----------------------|----------|
|   |           |               |        | Car Parking | Drive Accm | Restaurant | Bar | Generator            |          |
| <ul style="list-style-type: none"> <li>Office of District Magistrate<br/>Website: <a href="http://www.murshidabad.nic.in">www.murshidabad.nic.in</a><br/>Officer-in-Charge: Cell- 9434770007</li> <li>West Bengal Tourism Development Corporation will also open its online booking facility shortly at <a href="http://www.wbtcd.gov.in">www.wbtcd.gov.in</a></li> </ul> | ₹ 3000    | ₹ 1800 - 2200 | —      | Yes         | Yes        | No         | No  | Under implementation | A        |







over 4.9 billion Indian Currency in BMW India. Currently, BMW India has 40 sales outlets in the Indian market. The BMW plant in Chennai started operations in March 2007. Since then, the group has strengthened its commitment to the Indian market by continuously increasing the number of its locally produced car models. A total of eight car models can be locally produced on two assembly lines at its plant in Chennai. At present, the BMW 1 Series, 3 Series, 3 Series Gran Turismo, 5 Series, 7 Series, X1, X3 and X5 are locally produced at the BMW plant Chennai.

Mr. Philipp von Sahr, President, BMW Group India said, "The

component suppliers. This decision benefits BMW in terms of cost optimization and value addition while at the same time it creates business and profitability for our suppliers – a win-win situation."

Some of the major auto components sourced for local production of cars at BMW Plant Chennai are: engine and transmission from Force Motors; axles from ZF Hero Chassis; door panels and Wiring Harness from Draexlmaier India; exhaust systems from Tenneco Automotive India; heating, ventilating, air-conditioning and cooling modules from Valeo India and Mahle Behr and seats from Lear India.



# BMW participates in 'Make in India'



### Team WHEELS

**B**MW India has decided to procure up to 40% local content for its cars assembled at its plant in Chennai following the initiative taken by the Government of India to transform the country into a global manufacturing hub through its 'Make in India' campaign .

As a global company, the BMW Group operates 30 production and assembly facilities in 14 countries and

has a global sales network in more than 140 countries. With its three brands, BMW, MINI and Rolls-Royce, the BMW Group has its sight set firmly on the premium sector of the Indian automobile market.

Headquartered in Gurgaon, BMW India is a 100% subsidiary of the BMW Group. Till date, it has invested

BMW Group has always looked towards India with a long-term perspective and our strategy is based on an inclusive approach. We have continued to build our operations in India in a systematic way. With a strong portfolio of locally produced cars, the time is appropriate to partner with major Indian auto

Apart from the ones whose parts will be locally procured, the BMW dealerships in India display the BMW 6 Series Gran Coupe, BMW Active Hybrid 7, the BMW X6, the BMW Z4, the BMW M3 Sedan, the BMW M4 Coupe, the BMW M5 Sedan, the BMW M6 Gran Coupe, the BMW 6 Series Individual and the

A car assembly in progress



An assembly line unit







Sachin Tendulkar with the BMW 530d he assembled at the BMW plant

BMW 7 Series Individual which are available in India as Completely Built-up Units (CBU).

Mr. Robert Frittrang, Managing Director, BMW Plant Chennai said, "BMW Plant Chennai takes pride in producing cars that have the same international quality standards as any of the BMW production and assembly facilities worldwide. Highly skilled employees, advanced manufacturing processes along with state-of-the-art

machinery and technology provide all the necessary ingredients to achieve the tough standards. The cars locally produced at BMW Plant Chennai now feature very strong local content. We are confident that through our partnership with Indian auto component suppliers, we will set even higher benchmarks in quality standards and supply chain management."

On 7th May, to mark the occasion Sachin Tendulkar helped in

assembling a BMW 5 Series using parts from Indian auto component suppliers along with the engineers at the assembly lines of BMW Plant Chennai. Tendulkar said: "I am an avid BMW enthusiast and have been driving BMW cars since a very long time. I am impressed by the high quality standards followed at BMW Plant Chennai that ensure the impeccable performance of a BMW".



Locally made BMWs at the Chennai plant



# TUBE-LESS TYRES: When LESS is MORE

Akash Upadhyay

*This is our last edition on tyre care and maintenance. Hope you would have found our earlier write-ups informative and useful. In this issue we will give you some insight into tubeless tyre and on ways to maintain correct tyre pressure for getting optimum tyre life. Again as usual, the contents are in the form of simple questions and answers for easy understanding of the subject. Hope you will find this article interesting and helpful too*

## "When LESS is MORE"

Tube-less tyres have many advantages over tube-type tyres. Indian motorists have experienced the inherent benefits and convenience over their counterpart. Today almost every car that is rolled out of shop floor has tubeless car radial tyres.

## What are the advantages if I switch to tubeless tyres?

Tubeless tyres, as the name suggests, are tyres without the tube. The tubeless tyre is built in such a way that it can contain the air by itself without tube. In tubeless construction, tyre and rim assembly form an air container, to "seal" and "contain" the compressed air inside the assembly and have the following advantages:

**Safety** – Unlike in tube type tyre there is no sudden air loss (tyre blow outs) in the event of a penetration by sharp object (puncture). Hence there is a better control over vehicle. This is the biggest advantage of a tubeless tyre over tube type, particularly on high speed operations.

**Convenience** – Since the tube is absent, mounting and demounting of tyre is relatively easier and punctures can be repaired without demounting the tyre.

**Comfort & Economy** – Since the tube is eliminated, there is no friction between tyre and tube thus, this leads to lower rolling resistance, improved fuel efficiency, less vibrations, less heat generation and better comfort.

## How do I know that the tyres I bought are tubeless tyres?

There is no difference in appearance between tube type and tubeless tyres. However "Tubeless" is written on the sidewall of the tubeless tyre to indicate its construction.

## My car has tube type tyres, I want to change it to tubeless, is it ok?

In tubeless tyre, there is no tube and the air is compressed between tyre and rim assembly. Therefore, it is important that the condition of your wheel rim should be good and should be able to support tyre beads firmly so that there is no air leakage.

pressure is the most critical parameter. The entire load on tyre is actually carried by the air pressure contained in it. However, in tubeless tyre the air is contained between tyre and rim so the following points are recommended for optimizing tubeless tyre performance:

- Always ensure that tubeless tyres are



## Can I use "TUBETYPE" tyre without tube and fit it as "TUBELESS" and vice versa?

By virtue of their construction and design, a tube type tyre must not be used without tube as tubeless. However use of tube in tubeless tyre for limited period in case of emergencies is permissible.

## Do I need to check air pressure more frequently in tubeless tyres than tube type tyres?

No. You do not have to check tyre air pressure more frequently than a tube type tyre provided tubeless tyre is fitted properly on a correct rim with right valve fitment. However, if condition of the rim is not good (viz. bent, cracked, rusted etc) or tyre or valve is not properly fitted then there are high chances of frequent air loss problem. Since air pressure is the most critical parameter in a tyre for its optimum performance it is advisable to check your tyre on a regular basis irrespective of its construction.

## How do I optimize performance of my tubeless tyres?

To optimize any tyre performance air

mounted or de-mounted with the help of automatic tyre changer machine. Manual mounting or de-mounting of a tubeless tyre with lever may damage its bead area which may result in frequent air loss.

- Only good condition of wheel rims should be used while mounting tubeless tyres. Repair or replace damaged, rusted, bent rims before using tubeless tyres.
- Only recommended tubeless snap in valve should be used.
- Use of Nitrogen inflation instead of normal air pressure.
- In the event of puncture in tubeless tyre the repair should be done only on tread area and not sidewall that too from a trained tyre fitter using correct tools.
- Always use new snap in valve while changing tyres

The author is Manager (Customer Care) at JK Tyre & Industries Ltd., Corporate Office, Delhi. He can be contacted at akash@jkmail.com for feedbacks and queries





2 FINE DINING MUGHLAI RESTAURANTS

# Haji Saheb

Debopam Banerjee

The relationship between Kolkata and Biryani goes back to the days of Nawab Wajid Ali Shah. That we are aficionados of the Mughlai delicacy is nothing new, but so far, the elite cuisine has not been available along with the experience of fine dining. Not just simple age old Chicken or Mutton Biryani, we're talking about authentic Mughlai fine dining restaurants in the city. From perfectly shaken mocktails to an array of exquisitely prepared kebabs and varieties of biryanis coupled with good service and ambience, connoisseurs of Mughlai cuisines in Kolkata are sure in for a treat. Read on to know more about the new fine dining Mughlai restaurants in the city.



38



**H**aji Saheb established their presence in Kolkata's culinary map with their age-old outlet at Behala. From there, they have been catering to innumerable foodies, mostly in south Kolkata. Last year during Durga Puja they went a step ahead and opened their new outlet on Circus Avenue, just adjoining the more famous Arsalan on AJC Bose Road. Fully aware that they would not only share the boundary wall but also have to compete with such an established name, they were smart enough to take themselves out of the rat race. Catering to almost the same clientele with a similar cuisine,

Haji Saheb has decided to woo their customers with quality food, wide variety of dishes and highly efficient service.

While most of the outlets serving Mughlai cuisine go for low cost dining, Haji Saheb opted for fine dining even while being considerate on the pockets of their clientele. They can seat 60 people on each floor in a brightly lit dining area where everyone gets adequate leg and elbow space. The stewards are very cordial, the service is good too. The entire package comes at a very pleasantly surprising low cost- something not very common in the city with this cuisine and at this

price range. They also have valet parking service for their guests. Their kebabs platter boasts of Murg Malai, Dhuandhar Lal Tikka and the Atishi Boti kebabs. The Murg Malai kebab has a layer of rich cheese topping on a Chicken Reshmi kebab. Non-spicy and some what on the sweeter side the Reshmi kebab becomes blander with the presence of the cheese. As these pieces melt in your mouth, you get ready for the spicier formats like the Atishi Boti kebab. The mutton pieces in this are a treat to your taste buds, luring you more and more with every bite, with a hint of pudina. A glass of Mint Mojito from their beautiful mocktail bar would complement the taste of rich spices. Their signature dish, Haji Saheb Special Biryani is good enough for two people and the aroma of saffron is sure to remind you of the exotic, distant Afghan kitchens of yore. The biryani leaves very little residue oil and is a treat to the stomach as well. They would also provide you with the 'Tar-chawal' variation of the same biryani on request. This would be lot richer and spicier than the normal biryani that they serve and would definitely be a treat to your taste buds! This is very well complemented with the mutton chap - the meat almost turned to a paste. The mutton goes well with rumali or tandoori rotis.

Finally, you can have Firni in earthen kullars for a sweet ending to your meal. You would be happy to leave after having one of the best samples of Kolkata-Afghan cuisine that is light on your pockets and your stomach too!



Atishi Boti Kebab

**Chef's Recommendation**

|                                   |  |      |
|-----------------------------------|--|------|
| <b>Murg Malai Kebab</b>           | Boneless chicken chunks mildly flavored with cream, coating of cheese and ginger-garlic paste glazed in clay oven        | ₹170 |
| <b>Dhuandhar Lal Tikka Kebab</b>  | Boneless chicken marinated in pickles, aromatic Indian spices and red chili paste; smoked and char-grilled in tandoor    | ₹170 |
| <b>Atishi Boti Kebab</b>          | Mutton cubes marinated and grilled on a bed of charcoal till golden and served with fresh pudina chutney and onion rings | ₹200 |
| <b>Haji Saheb Special Biryani</b> | Long grain basmati rice and chicken/mutton pieces, layered with a mixture of Chef special traditional spices and saffron | ₹225 |
| <b>Chicken Tangdi Kebab</b>       | Chicken legs grilled in tandoor  | ₹160 |



**Haji Saheb**

26, Circus Avenue (beside AJC Bose flyover in between Beck Bagan and Park Circus traffic roundabout)

**Timings:** 12 noon-1:00 am  
**Car Park:** Valet service available



Murg Malai Kebab



# Lucknow



Tantalizing the taste buds with authentic Awadhi Cuisine, Naushijaan, rebranded as Lucknow, has taken South Kolkata by storm. A couple of years back, they had started their first outlet at Kasba, which still retains the old name Naushijaan. Now they have moved on and opened new outlets at Ballygunge Circular Road and Circus Avenue.

Lucknow's speciality lies in its kebabs and an array of biryanis – a rarity in Kolkata. Galawati Kebabs are truly soft and even a bit of rough handling would crumble it into pieces.

The Lucknowi Seekh Kebab is prepared with minced chicken. These seekh kebabs would melt in your mouth right away. The Chicken Kali Mirch on the other hand has solid pieces of chicken barbecued with black pepper. Their signature dish is the Jugalbandi kebab, aptly named because you find both chicken and mutton in a single dish. Boneless

chicken is flattened and rolled on minced mutton. As both are marinated with curd, the dish is very light on the stomach. Along with these, they also have the Chicken and Mutton Nasimjani where the meat is pounded with spices and then put on charcoal. This was innovated by one of the cooks in the restaurant and the dish was named after him! All



Jugalbandi Kebab



Chicken Kali Mirch Kebab



Keema Naushijaan Biryani



Galawati Kebab

of these kebabs are supplemented by paranthas, which are almost paper-thin, and with so little oil that your fingers can barely feel it.

The biryanis are equally rich in taste here. The Keema Naushijaan Biryani is bound to surprise you as you would not see the meat at all when it is served to you in the earthen pot. Only when you remove the first layer of rice you notice the meat inside. Every grain of rice bears the shahi taste of meat and of course the mouth-watering aroma. The dish is served in earthen pots.

The Biryani Naushijaan, prepared with both mutton and chicken are cooked with spinach. Biryani with

spinach may sound odd but this dish has been revived after digging in to traditional Afghan culture and renders a unique aroma to the rice and meat. Another unique dish is the Par-da Biryani, where the entire dish is wrapped in a roti. The bread actually preserves the entire aroma and heat till the dish is presented to the guests.

Set with a truly Awadhi ambience, they also have a private seating area for about 10 people. Here, they have low seating arrangements that would take you back in time. Lucknow has actually brought a slice of Awadhi culture to Kolkata.

## LUCKNOW

57/5, Ballygunge Circular Road (inside the lane opposite Deodar Street)

**Timings:** 12 noon -3 pm, 6 pm -11 pm

**Seating Capacity:** 50 and a private space with low seating for 10 people

## Chef's Recommendation

### BIRYANI

|                                 |   |      |
|---------------------------------|---|------|
| <b>Handi Biryani</b>            | Biryani cooked in earthen handi in ghee   | ₹250 |
| <b>Par-da Biryani</b>           | Meat cooked with capsicum, onion and tomato, layered with rice in earthen handi, cooked in ghee | ₹300 |
| <b>Biryani Naushijaan</b>       | Meat cooked with spinach, layered with rice in earthen handi, cooked in ghee                    | ₹275 |
| <b>Prawn Handi Biryani</b>      | Succulent Prawns layered with rice in earthen handi, cooked in ghee                             | ₹275 |
| <b>Keema Naushijaan Biryani</b> | Keema layered with rice in earthen handi, cooked in ghee  | ₹275 |

### KEBAB

|                           |   |      |
|---------------------------|---|------|
| <b>Galawati</b>           | Mutton finely minced and marinated with spices and cooked on tava   | ₹300 |
| <b>Lucknowi Seekh</b>     | Chicken finely minced with spices and bar-b-qued  | ₹300 |
| <b>Chicken Kali Mirch</b> | Boneless chicken is marinated with cheese, cream, spices and black pepper and bar-b-qued                        | ₹300 |
| <b>Jugalbandi</b>         | Boneless chicken is flattened and rolled with minced mutton mixed with spices, marinated in curd and bar-b-qued | ₹475 |
| <b>Nasimjani</b>          | Boneless mutton is pounded with spices and bar-b-qued   | ₹475 |







## GOING GREEN With Electric Car

Team WHEELS

While the rest of us fervently save up to be able to buy that fuel-guzzling, environment polluting 'dream car', a city boy has broken away from the herd and created a machine of his own. And no, it's not another high torque wheeler; he has made a car running entirely on green energy and quite decently too. This is the story of Shankha Mukherjee, a student of automobile engineering from Dr Sudhir Chandra Sur Degree Engineering College and his environment friendly feat; a small step for the city but a huge one considering our overdependence on fossil fuels.

### Tell us about your car and its specifications.

My car is a pre-owned 1996 Maruti 800 STD. The motor produces around 5.4 HP and is powered by a 48 Volts, 100 Ampere Hour (AH) tubular lead acid battery pack.

### Can you explain how an electric engine works? How is it different from a petrol engine?

In an electric car, a traction motor powers the driving wheels. The motor is powered by batteries, through a speed controller. A power figure of 5 HP sure sounds puny, but the way an electric motor delivers power is totally different from that of an internal combustion(IC) engine. In an IC engine, one needs to build up the revs to reach its peak power and this engine speed is pretty high, especially in petrol engines. An electric motor, although a lot complicated, works almost in a similar way as that of an electric bulb which glows instantly as soon as it is

switched on. Hence, a lesser powered electric car would produce similar performance when compared to a higher powered IC engine and the available power is much more accessible and consistent.

### What is the range of the vehicle and it's top speed?

The size of the battery pack was calculated considering a range of 50 Kilometers per full charge. But the maximum range that I could achieve was a disappointing 30 Kilometers, owing to the extremely inefficient heating element speed controller. For a maximum motor speed of 3000 RPM, the top speed was calculated to be around 44 Km/Hr.

### Electric cars are always gearless. Why did you retain the gears?

Since my motor has a comparatively smaller output, it is always safe to use a gearbox, keeping in mind hill climbing and heavy load conditions. I have retained the stock gearbox and clutch. One can even use a Continuously

Variable Transmission (CVT), instead of a manual transmission.

### What is the government's stand on electric cars?

It is 2015 and we still don't have a safety rating system for our cars in India. We definitely cannot blame the manufacturers as they are here to extract as much profits as they can. So, it is definitely the fault of the government. When an important aspect like this has been overlooked in India till date, I don't think we will see any kind of big development regarding electric cars even in the distant future. In some of the developed countries, many big cities have strong infrastructure in terms of charging stations and other related services. Hence, the government needs to provide incentives to companies to encourage R & D and manufacturing of EVs and to the consumers too in order to encourage the purchase of such vehicles. Finally, the government should make registration of such vehicles a really easy process.

### The average man has to drive 30 kilometers every day. In this respect do you think your car can be a feasible option for a daily commuter?

Yes, it is. To be on the safe side, I would recommend upgrading to a 150 AH battery pack. Also, the regulator based

speed control might take some time getting used to. The running cost is low and the maintenance involved is almost negligible when compared to a car equipped with an IC engine. Since people prefer small cars for commuting in the city, small electric cars would definitely be a game changer in this particular car segment.

### SHANKHA'S CAR COST

| Pricing Elements                             | Amount (₹)   |
|--|--------------|
| Price of 2nd hand car                        | 8000         |
| 2nd hand forklift motor along with rewinding | 8500         |
| Battery pack                                 | 16000        |
| Speed controller                             | 5000         |
| Labour for disassembling                     | 1500         |
| Miscellaneous costs                          | 7000         |
| <b>Total cost</b>                            | <b>46000</b> |

### How come you managed to carry out the entire procedure at such a low cost?

I am extremely thankful to the motor



### RUNNING COST

| Pricing Elements   | Description                                   |
|--|---|
| Voltage (V)  | 220 V   |
| Current (I)  | 3 A   |
| Power (P)  | $V \times I = 220 \times 3 = 0.66 \text{ KW}$ |
| Time taken by the charger to fully charge the battery pack (t) | 11 hrs.                                       |
| Total Power Consumption (P x t)                                | $0.66 \times 11 = 7.26 \text{ KW/hr.}$        |
| Cost of one unit of electricity                                | ₹7 approx                                     |
| Total charging cost (C)  | $7.26 \times 7 = ₹50 \text{ approx}$          |
| Considering the worst range per charge (R)                     | 30 km   |
| Cost per Kilometer (C/R)                                       | $₹50 / 30 = ₹1.70 \text{ per km}$             |

shop and the battery shop for offering me the items at a highly subsidised rate. They did so, not only because it was my college project but also because it was something new to them. Also, they were looking forward to work on future projects like this. Fabrication and labour did not cost much as I could get a lot of work done in my father's factory where he manufactures furnaces, driers, heat exchangers, amusement park items, etc.

### What would be your message to car owners of Kolkata?

If you have an old car that is lying idle, this is the best thing to do. This would save the environment and also bring down running costs. Even if you do not have an idle car, you can definitely get a cheap one and convert it. With improved infrastructure and proper back-up, the electric vehicle industry holds immense potential. Believe it or not, but this is the future. So just go green!





# Automobile Association of Eastern India

13, Promothesh Barua Sarani, Kolkata 700019, Tel: 24865131/2/3, Telefax: 24866012  
E-mail: info@aaei.info, Website: www.aaei.info

The 108th adjourned Annual General Meeting of the members of the Automobile Association of Eastern India (AAEI) was held at the registered office at 13, Promesh Barua Sarani, Kolkata 700019 on 27th May, 2015 at 10:30 am to transact the following business:-

To receive, consider and adopt the Balance Sheet of the Association as at 31.3.2012 and Income & Expenditure Account for the year ended on that date together with Auditor's Report thereof and the Report of the Managing Committee.

A total of 200 members were present in the meeting

Sri Ranjit Pal, President, chaired the meeting

Sri Nani Gopal Chanda, Vice President, Sri Suman Chottopadhyay, Hon. Secretary

General, Sri Abhik Sinha Ray, Sri Prabir Roy, Sri Somdeb Chanda, Sri Utpal Ganguly, Sri Arindam Kr. Saha- members and the managing committee were also present in the meeting.

At 11.45 am the chairman requested Sri Suman Chottopadhyay, Hony Secretary General to start the meeting. The Hony Secretary General requested Sri Salil Gupta, C.C.O. to read out the Annual Report of the Managing Committee for the year ended 31st March, 2012.

The Hony Secretary General requested the members present to express their views, if any, in the meeting.

Various members present took part in the discussion. The members present adopted the Balance Sheet of the Association as on 31.3.2012 and Income & Expenditure Account for the year ended on that date together with the Auditor's Report thereof and the Report of the Managing Committee.

The Hony. Secretary General informed the members present that the committee has organised the following:-

- Installation of elevator
- Cultural programmes on 24th, 25th, 27th and 31st December, 2014



- Kolkata-Asansol rally on February 2015
  - Blood Donation Camp for the Thalassemia Patients on 1st May, 2015
  - Building renovation
- The Hony Secretary General further announced the following

- At present, the simulator is out of order. We are trying start the Simulator Training within a very short time.
- We are continuing to help the members to get driving tuition, Learner's License and Driving License from Alipore, Kolkata, Kasba and Salt Lake offices of PVD.
- We are going to open a travel desk for the members for online railway and air ticket booking, hotel booking, car booking, package tour, payment of all types of bills viz. BSNL. Vodafone, Airtel, DTH etc.

After the meeting concluded all the members were served with snacks.



## NEW CAR PRICES IN KOLKATA (EX-SHOWROOM)

### Hatchback

| Company       | Model       | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|---------------|-------------|------|---------|-----------------------------|
| Chevrolet     | Beat        | 1199 | 25.44   | 4.32 - 6.46                 |
| Chevrolet     | Sail        | 1248 | 22.1    | 4.8 - 7.3                   |
| Chevrolet     | Spark       | 995  | 16.2    | 3.72 - 4.32                 |
| Datsun        | Go+         | 1198 | 20.6    | 3.9 - 4.74                  |
| Ford          | Figgo       | 1196 | 15.22   | 4.26 - 6.57                 |
| Fiat          | Punto       | 1200 | 15.8    | 5.24 - 7.64                 |
| Honda         | Brio        | 1198 | 19.4    | 4.35 - 6.95                 |
| Hyundai       | EON         | 814  | 21.10   | 3.17 - 4.38                 |
| Hyundai       | Elite i20   | 1197 | 18.60   | 5.46 - 9.14                 |
| Hyundai       | Grand i10   | 1197 | 24.01   | 4.80 - 6.96                 |
| Hyundai       | i10         | 1086 | 19.81   | 4.28 - 5.15                 |
| Mahindra      | Verito Vibe | 1466 | 20.8    | 6.11 - 7.03                 |
| Maruti Suzuki | Alto 800    | 796  | 22.74   | 2.65 - 3.62                 |
| Maruti Suzuki | Alto K10    | 998  | 20.92   | 3.38 - 4.22                 |
| Maruti Suzuki | Celerio     | 998  | 23.1    | 4.08 - 5.21                 |
| Maruti Suzuki | Ritz        | 1197 | 18.5    | 5.65 - 6.29                 |
| Maruti Suzuki | Stingray    | 998  | 20.5    | 4.36 - 4.99                 |
| Maruti Suzuki | Swift       | 1197 | 18.6    | 4.80 - 7.50                 |
| Maruti Suzuki | Wagon R     | 998  | 20.51   | 3.83 - 4.79                 |
| Mercedes Benz | A Class     | 1595 | 13.8    | 27.20 - 28.67               |
| Mercedes Benz | B Class     | 1595 | 13.8    | 29.08 - 31.28               |
| Mini Cooper   | 5 door      | 1496 | 21.15   | 35.20                       |
| Mini Cooper   | Countryman  | 1598 | 14.0    | 26.5 - 28.50                |
| Nissan        | Micra       | 1198 | 19.49   | 5.30 - 7.67                 |
| Renault       | Pulse       | 1198 | 18.6    | 5.23 - 7.04                 |
| Tata Motors   | Bolt        | 1193 | 17.5    | 4.6 - 7.3                   |
| Tata Motors   | Indica eV2  | 1396 | 25      | 4.58 - 5.30                 |
| Tata Motors   | Nano        | 624  | 25      | 1.61 - 2.49                 |
| Tata Motors   | Vista Tech  | 1248 | 18.9    | 5.26 - 6.44                 |
| Tata Motors   | Zest        | 1193 | 17.6    | 5.08 - 8.41                 |
| Toyota        | Etios Liva  | 1197 | 23.5    | 5.05 - 7.34                 |
| Toyota        | Etios Cross | 1496 | 16.78   | 6.39 - 7.79                 |
| Volkswagen    | Polo        | 1198 | 11.47   | 5.48 - 8.42                 |
| Volvo         | S80         | 2000 | 10      | 49.4-53.5                   |

### Sedan

| Company   | Model    | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|-----------|----------|------|---------|-----------------------------|
| Audi      | A3       | 1968 | 20.38   | 23.67 - 34.75               |
| Audi      | A4       | 1798 | 15.64   | 32.24 - 36.50               |
| Audi      | A6       | 1984 | 13.53   | 45.52 - 47.91               |
| Audi      | A7       | 2967 | 14.0    | 91.5                        |
| Audi      | A8       | 2967 | 16.77   | 117.7 - 137.3               |
| BMW       | 3 Series | 1997 | 14.79   | 34.30 - 42.75               |
| BMW       | 5 Series | 1995 | 18.48   | 81.05 - 130.0               |
| BMW       | 7 Series | 2979 | 16.46   | 99.34 - 173.00              |
| Chevrolet | Cruze    | 1998 | 17.3    | 14.64 - 17.32               |
| Chevrolet | Sail     | 1248 | 22.1    | 5.65 - 8.28                 |
| Fiat      | Linea    | 1368 | 20.4    | 7.37 - 10.70                |
| Ford      | Classic  | 1596 | 14.9    | 5.27 - 7.90                 |
| Ford      | Fiesta   | 1498 | 25.01   | 8.73 - 10.46                |
| Honda     | Amaze    | 1198 | 18      | 5.44 - 8.52                 |
| Honda     | City     | 1497 | 17.4    | 7.73 - 12.14                |
| Hyundai   | Elantra  | 1797 | 16.0    | 14.51 - 18.43               |

### Sedan

| Company       | Model         | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|---------------|---------------|------|---------|-----------------------------|
| Hyundai       | Fluidic Verna | 1396 | 17.1    | 7.97 - 12.55                |
| Hyundai       | Xcent         | 1120 | 19.7    | 5.21 - 8.08                 |
| Jaguar        | XF            | 1999 | 10.8    | 50.09 - 59.57               |
| Jaguar        | XJ            | 1999 | 9.4     | 95.65 - 102.4               |
| Mahindra      | Verito        | 1461 | 20.8    | 6.24 - 7.74                 |
| Maruti Suzuki | Ciaz          | 1373 | 20.73   | 7.62 - 10.85                |
| Maruti Suzuki | Swift Dzire   | 1197 | 19.1    | 5.32 - 8.11                 |
| Maruti Suzuki | SX4           | 1586 | 16.51   | 7.58 - 10.04                |
| Mercedes Benz | C Class       | 1796 | 14.6    | 42.29 - 108.20              |
| Mercedes Benz | CLA Class     | 1991 | 11.74   | 32.36 - 36.88               |
| Mercedes Benz | E Class       | 1991 | 18.6    | 47.59 - 132.0               |
| Mercedes Benz | S Class       | 2987 | 13.5    | 112.49 - 143.0              |
| Nissan        | Sunny         | 1498 | 16.95   | 7.60 - 10.57                |
| Porsche       | Panamera      | 3605 | 11.0    | 129.0 - 186.0               |
| Renault       | Fluence       | 1461 | 20.4    | 15.07 - 16.68               |
| Renault       | Scala         | 1461 | 21.6    | 7.70 - 10.68                |
| Skoda         | Rapid         | 1598 | 10.0    | 7.76 - 11.77                |
| Skoda         | Octavia       | 1968 | 20      | 16.69 - 21.16               |
| Skoda         | Superb        | 1798 | 13.0    | 22.4 - 26.97                |
| Tata Motors   | Indigo eCS    | 1396 | 25      | 5.38 - 6.58                 |
| Tata Motors   | Manza         | 1248 | 13.07   | 6.16 - 8.79                 |
| Toyota        | Camry         | 2494 | 13.0    | 29.28 - 32.15               |
| Toyota        | Corolla Altis | 1798 | 14.53   | 13.59 - 18.26               |
| Toyota        | Etios         | 1496 | 16.78   | 6.22 - 8.69                 |
| Toyota        | Prius         | 1798 | 23.91   | 34.41 - 41.14               |
| Volkswagen    | Jetta         | 1390 | 14.69   | 14.54 - 20.3                |
| Volkswagen    | Vento         | 1598 | 15.4    | 7.29 - 11.85                |
| Volvo         | S60           | 1984 | 21      | 26.47 - 37.50               |

### MUV, SUV & Van

| Company       | Model        | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|---------------|--------------|------|---------|-----------------------------|
| Ashok Leyland | Stile        | 1461 | 19.5    | 7.98 - 9.98                 |
| Audi          | Q3           | 1984 | 11.72   | 26.35 - 33.51               |
| Audi          | Q5           | 1984 | 11.81   | 48.55 - 61.80               |
| Audi          | Q7           | 2767 | 12.7    | 63.16 - 82.45               |
| BMW           | X3           | 1995 | 18.56   | 43.88 - 54.90               |
| BMW           | X5           | 2993 | 15.33   | 58.47 - 85.52               |
| Chevrolet     | Captiva      | 2231 | 14.6    | 25.82 - 28.11               |
| Chevrolet     | Enjoy        | 1248 | 18.2    | 6.27 - 8.86                 |
| Chevrolet     | Tavera       | 2499 | 13.58   | 7.45 - 11.64                |
| Force Motors  | Force One    | 2149 | 10.01   | 9.68 - 14.05                |
| Force Motors  | Gurkha       | 2596 | 17.0    | 6.47 - 10.04                |
| Ford          | EcoSport     | 1499 | 18.88   | 6.94 - 11.64                |
| Ford          | Endeavour    | 2953 | 12.67   | 20.31 - 23.54               |
| Fiat          | Avventura    | 1248 | 14.4    | 6.88 - 8.3                  |
| Honda         | CR-V         | 1997 | 13.7    | 21.96 - 26.06               |
| Honda         | Mobilio      | 1497 | 17.3    | 7.12 - 12.47                |
| Hyundai       | Santa Fe     | 2199 | 14.0    | 27.62 - 30.13               |
| Land Rover    | Freelander 2 | 2179 | 12.4    | 41.31 - 50.54               |

### MUV, SUV & Van

| Company       | Model              | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|---------------|--------------------|------|---------|-----------------------------|
| Land Rover    | Range Rover Vogue  | 2993 | 7.0     | 178.0 - 271.0               |
| Land Rover    | Range Rover Sport  | 2993 | 8.0     | 113.0 - 148.0               |
| Land Rover    | Range Rover Evoque | 2179 | 9.0     | 50.91 - 67.77               |
| Mahindra      | Bolero             | 2523 | 16.0    | 6.61 - 8.19                 |
| Mahindra      | Quanto             | 1493 | 17.21   | 6.95 - 8.51                 |
| Mahindra      | Scorpio            | 2179 | 12.0    | 8.30 - 13.79                |
| Mahindra      | S Sangyong Rexton  | 2696 | 12.4    | 19.42 - 22.18               |
| Mahindra      | Thar               | 2498 | 16.5    | 5.18 - 8.70                 |
| Mahindra      | XUV 500            | 2179 | 15.1    | 11.60 - 15.60               |
| Mahindra      | Xylo               | 2179 | 14.95   | 7.92 - 11.73                |
| Maruti Suzuki | Eeco               | 1196 | 14.1    | 3.37 - 4.48                 |
| Maruti Suzuki | Ertiga             | 1373 | 16.2    | 6.46 - 9.21                 |
| Maruti Suzuki | Grand Vitara       | 2393 | 10.5    | 24.11 - 26.12               |
| Maruti Suzuki | Gypsy King         | 1298 | 12      | 5.97 - 6.40                 |
| Maruti Suzuki | Omni               | 796  | 16.8    | 2.59 - 3.11                 |
| Mercedes Benz | GL Class           | 2987 | 10.0    | 76.95 - 178.0               |
| Mercedes Benz | GLA Class          | 1991 | 10.0    | 33.65 - 37.91               |
| Mercedes Benz | ML Class           | 2143 | 10.0    | 69.76 - 58.15               |
| Mitsubishi    | Pajero Sport       | 2477 | 13.5    | 23.82 - 23.9                |
| Nissan        | Evalia             | 1461 | 19.3    | 9.39 - 12.96                |
| Nissan        | Terrano            | 1598 | 13.5    | 10.41 - 13.27               |
| Porsche       | Cayenne            | 2967 | 6.6     | 80.46 - 212.5               |
| Renault       | Duster             | 1461 | 20.45   | 8.48 - 13.83                |
| Renault       | Koleos             | 1995 | 17.5    | 23.99 - 28.34               |
| Renault       | Lodgy              | 1461 | 19.98   | 8.40 - 11.7                 |
| Skoda         | Yeti               | 1968 | 17.72   | 20.65 - 22.40               |
| Tata Motors   | Aria               | 2177 | 15.0    | 10.53 - 15.78               |
| Tata Motors   | Sumo Gold          | 2956 | 14.3    | 6.48 - 8.21                 |
| Tata Motors   | Safari Dicor       | 2179 | 13.39   | 9.15 - 10.45                |
| Tata Motors   | Safari Storme      | 2179 | 14.1    | 10.60 - 14.79               |
| Tata Motors   | Venture            | 1405 | 15.42   | 5.03 - 6.06                 |
| Tata Motors   | Xenon XT           | 2179 | 13.49   | 10.42 - 11.5                |
| Toyota        | Fortuner           | 2982 | 12.5    | 24.95 - 27.39               |
| Toyota        | Innova             | 2494 | 11.17   | 10.78 - 16.13               |
| Toyota        | Land Cruiser Prado | 2982 | 6.6     | 91.28                       |
| Toyota        | Land Cruiser 200   | 4461 | 9.0     | 122.4                       |
| Volvo         | V40                | 1948 | 16.81   | 31.90                       |
| Volvo         | XC60               | 1984 | 20.0    | 41.5 - 51.0                 |
| Volvo         | XC90               | 2400 | 11.1    | 55.00                       |

### Coupe / Convertible

| Company       | Model        | CC   | Mileage | Price (Rs./Lac) Ex-Showroom |
|---------------|--------------|------|---------|-----------------------------|
| Audi          | A3 Cabriolet | 1798 | 13      | 46.15                       |
| Audi          | R8           | 3993 | 9.8     | 171.7 - 220.6               |
| Audi          | TT           | 1984 | 9.9     | 65.84                       |
| BMW           | 6 Series     | 2993 | 6.9     | 83.16 - 175.0               |
| BMW           | M Series     | 3999 | 8.1     | 82.70 - 103.00              |
| BMW           | ZA           | 2979 | 10.37   | 59.0 - 77.90                |
| Mercedes Benz | SLK 55 AMG   | 1796 | 12      | 75.5 - 1.3                  |
| Mercedes Benz | SLK 350      | 3498 | 7.1     | 77.12                       |
| Mini Cooper   | Convertible  | 1598 | 15.6    | 34.80                       |
| Porsche       | 911          | 3436 | 9.0     | 130.8 - 216.9               |
| Porsche       | Boxter       | 2706 | 8.4     | 93.13                       |
| Porsche       | Cayman       | 2706 | 8.4     | 95.66                       |

**Commando Energy Drink** gives me speed & stamina.  
Commando Fruit Drink refreshes me.

Tathagata Junna Mukherjee  
Race Driver

www.indiacommando.com  
indiacommando@gmail.com

Kolkata | Delhi | Mumbai | Chandigarh | Hyderabad | Bengaluru | Bhubaneswar



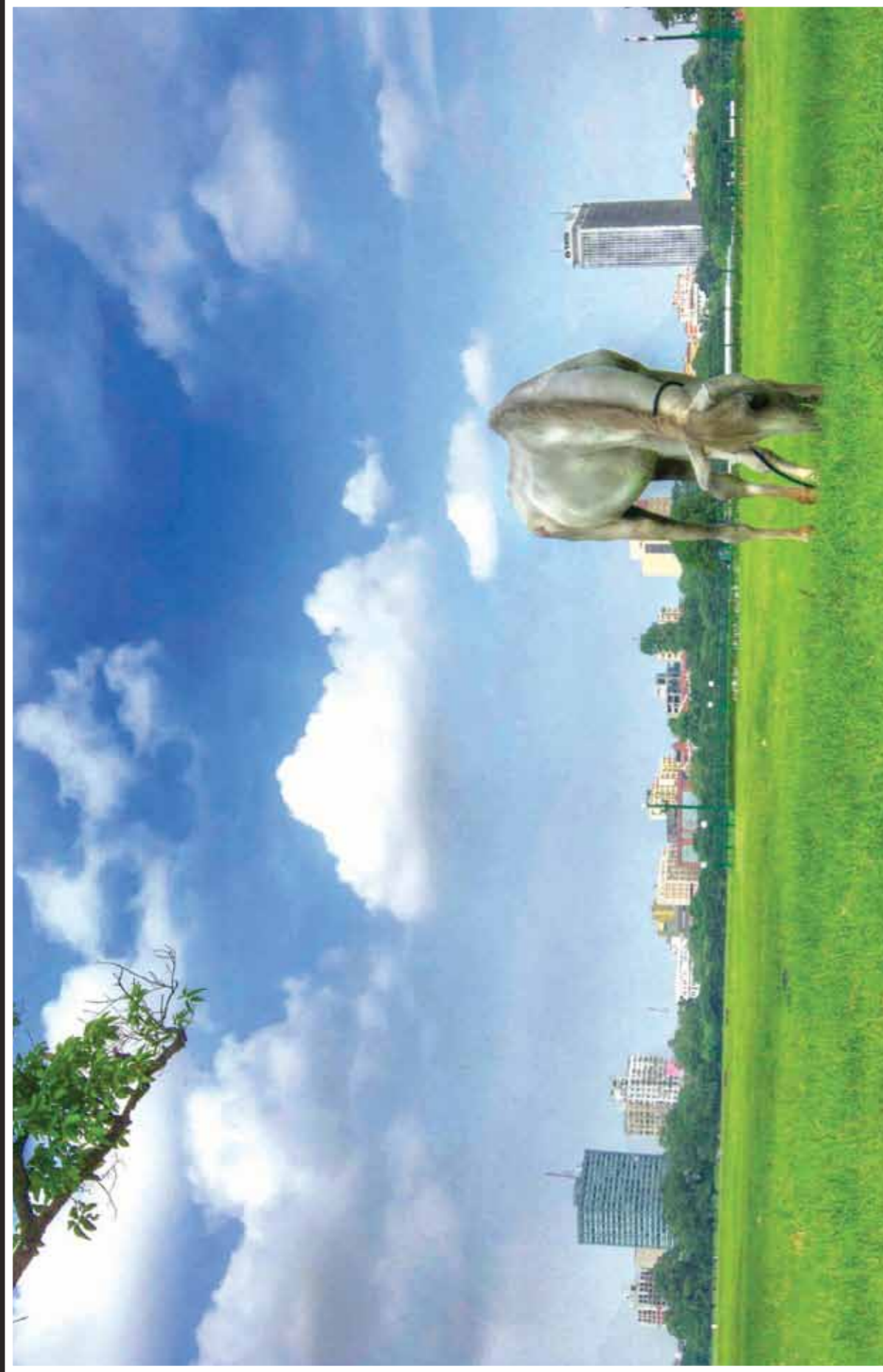


Photo Credit: Rathin Dey

The Ground



**"Crossing  
11,000 crores"  
seemed purely fictional**

till *YOU* helped us  
**write the plot**



Thank *YOU* customer  
for your unconditional support!!

For details please contact your nearest National Insurance office or  
visit us at [www.nationalinsuranceindia.com](http://www.nationalinsuranceindia.com)



**National Insurance Company Limited**

(A Govt. of India Undertaking)

Registered & Head Office:

3 Middleton Street, Kolkata 700 071

Tel : +91-3322831705-09, 24x7, Toll Free No. : 1800 120 1430,

Fax : +913322831736

*Insurance is the subject matter of solicitation*

CIN No. U10200 NB 1906 GOI 001713





# Renault LODGY

New Premium STEPWAY Edition



Designed to make a statement.



Best-in-class cabin space (7 & 8 seat options)



Jewel-studded front grille



Arttracite alloy wheels with cladding



Chrome scuff plate

STEPWAY

Stepway decal



Chrome satin roof bar



Chrome insert on door cladding



Sporty two-tone bumper



Silver finish rear skid plate



MediaNav - Advanced infotainment

Accessories, features & colour shade shown may not be a part of standard fitment and will differ variant wise. Terms & conditions apply. For detailed terms and conditions, please visit [www.renault.co.in](http://www.renault.co.in)

[f](https://www.facebook.com/renault.co.in) [t](https://www.twitter.com/renault.co.in) [in](https://www.linkedin.com/company/renault.co.in) [renault.co.in](http://renault.co.in)



**RENAULT KOLKATA CENTRAL**  
225C, AJC BOSE ROAD, KOLKATA - 20  
Phone - +91 33 40804080, +91 9830968736  
Workshop: 033-2439-2033

**RENAULT NEW ALIPORE**  
**(UNIT OF DULICHAND AUTO SALES PVT. LTD)**  
53 Nalini Ranjan Avenue (371 Block G, New Alipore), Kolkata - 53  
Phone: +91 33 6613 9000, +91 33 6614 9000