

KOLKATA ON

# WHEELS

AUTOVENTURING GUIDE AROUND THE CITY

## WHEELS INDEPENDENCE DAY DRIVE

ELECTRIC CARS

MG Cyberster

CAR TECH

History of Electric Vehicles in India





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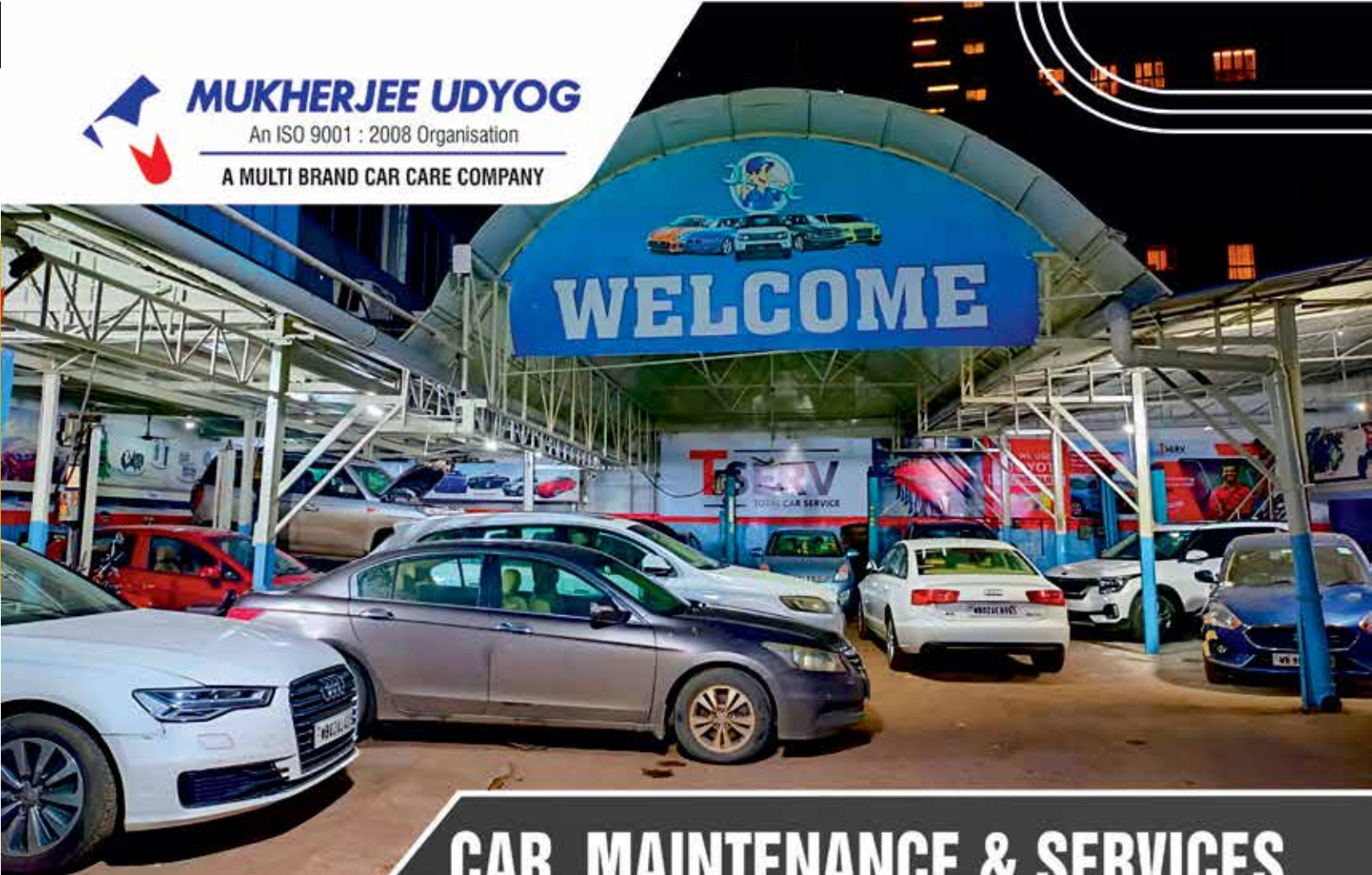




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KOLKATA ON  
**WHEELS**  
AUTOVENTURING GUIDE AROUND THE CITY

# EDITORIAL

**M**G SELECT, the luxury brand channel of JSW MG Motor India has announced the launch of Cyberster – the World's Fastest MG, embodying the brand's motoring heritage and crafted for future. Rooted in the spirit of the legendary MGB, the Cyberster reinterprets the roadster silhouette for the electric age, blending muscular proportions, elegant lines, and high-performance engineering in a form that is as captivating as it is conscious. This edition's 'Electric Cars' column is a must read.

India's used car market continues to evolve digitally, demographically, and geographically. Spinny, the country's leading full-stack used car platform, has released its Q2 2025 Trend Report, offering a data-backed, consumer-first view of shifting buying behaviour across channels, formats, and regions. Turn to this edition's 'Used Cars' column for more.

As Tesla expands its presence in India by opening its second showroom in Delhi's Aerocity on August 11, 2025, following the launch of its inaugural store in Mumbai last month, it's an opportune moment to reflect on India's electric vehicle (EV) journey from humble experiments to a dynamic market shaped by home grown innovation and global influence. More on that in this edition's 'Car Tech' column.

Happy reading!



Joydip Sur  
 Editor

KOLKATA ON  
**WHEELS**  
AUTOVENTURING GUIDE AROUND THE CITY





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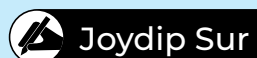
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Six Lakh Units Of

# Tata Punch

Sold Under Four Years



Joydip Sur

**T**ata Motors has announced a historic milestone for its compact SUV, Punch, which has surpassed six lakh production milestone in less than four years—a record-breaking feat that cements its position as one of India's favourite SUV.

Tata Punch was launched in October 2021 with the vision of making the SUV experience accessible to every Indian. Since then, it has struck a powerful chord with customers across the nation. From bustling metros to aspiring hinterlands, the

Punch has emerged as a symbol of choice, reliability, and style, reshaping the contours of the Indian automotive landscape.

It made history by becoming the highest-selling car in the country in CY2024.

Whether navigating urban streets or rural trails, appealing to first-time buyers, young professionals, or growing families — the Punch has evolved into more than just a car.

Speaking about the Punch and its deep connection with the growing aspirations of a bold and confident India, Vivek Srivatsa, Chief Commercial Officer, Tata Passenger Electric Mobility Ltd., said, “The Punch embodies the spirit of a new India — bold, self-assured, and ready to forge its own path. Crossing the 6 lakh milestone is more than a production achievement; it’s a reflection of the immense trust that over 6 lakh Indians have placed in a vehicle that represents confidence, presence, and a fresh start to their journeys. It’s especially heartening to see how Punch has become the natural first choice for so many first-time car buyers.

Punch is not just a car — it’s a breakthrough brand that has sparked a cultural shift and redefined what India expects from the first car in their family. With the launch of the ‘India Ki SUV’ campaign, we celebrate this extraordinary journey and the customers who made it possible. This is more than a celebration of numbers — it’s a tribute to a product that made SUV attitude accessible to all, without ever compromising on substance.”





# MG CYBERSTER

Launched At An Introductory Price Of INR 72.49 Lakh

 Joydip Sur

**M**G SELECT, the luxury brand channel of JSW MG Motor India has announced the launch of Cyberster – the World’s Fastest MG, embodying the brand’s motoring heritage and crafted for future. Available at a price of INR 74.99 lakh for fresh bookings and INR 72.49 lakh for pre-reserved bookings, the Cyberster fuses modern performance with the timeless appeal of classic open-top motoring.

Rooted in the spirit of the legendary MGB, the Cyberster reinterprets the roadster silhouette for the electric age, blending muscular proportions, elegant lines, and high-performance engineering in a form that is as captivating as it is conscious.

Anurag Mehrotra, Managing Director, JSW MG Motor India, said “At MG SELECT, we aim at curating experiences that spark emotion, inspire desire, and lead the shift towards conscious mobility. The MG Cyberster is a powerful expression of that philosophy. It is a car that is engineered for performance and designed to be remembered. For many, roadsters were once daydreams. The Cyberster brings that dream to life, with the freedom of the open road and the conscience of an electric future”.





The Cyberster's silhouette is sculptural yet purposeful. Its electric scissor doors and soft-top roof evoke a sense of emotion. Its drag coefficient of 0.269 Cd attests to aerodynamic finesse. From the signature headlamps to the Kammback rear and active aero elements, every line carries intent. The front fascia is defined by distinctive LED lighting, sharp DRLs, and a sculpted bonnet, while the rear tapers elegantly into a full-width LED light bar with integrated indicators. The 20-inch staggered lightweight alloy wheels, paired with Pirelli P-Zero tyres, are engineered for superior grip and performance.

The interior mirrors this dynamic character. A wraparound, driver-centric cockpit is anchored by a futuristic triple-display interface—featuring a central 10.25-inch touchscreen and two 7-inch digital panels for seamless access to real-time vehicle data, entertainment, and settings. Dual-zone automatic climate control with PM2.5 filtration, along with steering-mounted paddle shifters for regenerative

braking and drive modes, enhance the intelligent performance.

Sustainable Dinamica suede and premium vegan leather upholstery delivers a tactile, elevated feel, while a BOSE audio system with noise compensation ensures every drive is immersive and refined.

**The Cyberster is available in four expressive dual-tone exterior combinations:**

- **Nuclear Yellow with Black Roof**
- **Flare Red with Black Roof**
- **Andes Grey with Red Roof**
- **Modern Beige with Red Roof**

Beneath its sculpted exterior, the Cyberster is driven by a dual-motor all-wheel-drive powertrain that delivers 510 PS and 725 Nm of torque. With Launch Control Mode engaged, it sprints from 0 to 100 kmph in just 3.2 seconds, performance that is visceral. A 77 kWh ultra-thin battery



pack, the slimmest in the industry at just 110 mm, offers an MIDC certified range of 580 kilometres and aids weight distribution and handling. An advanced thermal management system ensures long-term efficiency.

Engineered with the suspension and chassis expertise of former Formula 1 engineer Marco Fainello, the Cyberster features double wishbone suspension and a precise 50:50 weight distribution for razor-sharp handling and everyday comfort. Brembo 4-piston front brake callipers bring the vehicle to a stop from

100 kmph in just 33 m, delivering confident braking to match its performance.

Safety is built into the core. A high-strength H-shaped full cradle structure and Static Stability Factor (SSF) of 1.83 ensure best-in-class rollover resistance. Level 2 Advanced Driver Assistance Systems (ADAS), a real-time Driver Monitoring System, and a suite of features, including dual front and combination side airbags, electronic stability control, and electronic differential lock, work in concert to keep performance and protection seamlessly aligned.

(All India Ex-Showroom)	Pre Reserve Price	Post Launch Price
Cyberster	INR 72,49,800	INR 74,99,800

Post Launch Price will be applicable for bookings done after the launch. Pricing is inclusive of 3.3 kW portable charger, 7.4 kW wall box charger and standard installation.



# The Caregivers Redefine Home Healthcare in Kolkata



Arundhati Dasgupta



**A**s healthcare continues to shift beyond hospital walls, The Caregivers — a Kolkata-based home healthcare company — is leading the charge by offering advanced medical services, including home dialysis, with a strong focus on empathy, accessibility, and round-the-clock patient support at home.

Since its inception, The Caregivers has been dedicated to providing hospital-grade care within the comfort of patient's

homes. Its wide range of services includes basic nursing, ICU-level Intensive Care, Complete Equipment Support, physiotherapy, Home Dialysis, Doctor Visits and Home-based Diagnostic Testing. Staffed by trained ANM, GNM, and GDA, Nursing team, the company delivers care that is not only clinically sound but deeply compassionate.

A key differentiator for The Caregivers is its 24x7 support system for enrolled patients. From emergency assistance to routine health





monitoring, patients and their families have access to continuous medical guidance — a much-needed reassurance for those managing chronic conditions or post-hospital recovery.

The company's introduction of Home Dialysis Services marks a significant milestone in the city's healthcare space. Designed for patients with kidney disease, this service eliminates the need for frequent hospital visits, reducing infection risks and improving patient comfort — all under the strict supervision of certified dialysis technicians and consulting nephrologists.

The Caregivers also specialises in Elderly Care service with various customised packages for elderly clients staying away from their children. Trained Nursing, Home Medication and



arranging for Tests at Home or carrying them to hospitals for any tests, all sort of services are available through The Caregivers Elderly Care Services

Beyond clinical excellence, what sets The Caregivers apart is its empathy-driven approach. "We treat every patient like family," says the founder, reflecting the organization's core belief that healing begins with human care.

With ongoing partnerships with top pathology labs, eminent doctors and paramedic staffs, The Caregivers is poised to set new standards in Kolkata's home healthcare sector — blending technology, compassion, and professionalism like never before.

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# From Brothers in Arms to Strained Ties



Abhijit Dasgupta



**T**hat the relation between India and Bangladesh is at the lowest ebb, is no more a news. Bangladesh's political landscape dramatically shifted in August 2024, just about a year ago. Prime Minister Sk. Hasina's dramatic ouster and her escape to India, can by itself, be a thriller... but the questions that remain unanswered or questions that ought to have been asked are the forces that instigated the downfall. How can a relationship that began with

Bangladesh's freedom movement, that saw the sacrifice of our armed forces and the strategic moves carried out effectively during that time, fall apart virtually overnight?

One of the most troubling developments has been the resurgence of the Jamaat-e-Islami and its students wing, the Islami Chatra Shibir. Both were originally banned for collaborating with Pakistan during the 1971 Liberation War. Many reliable sources implicate the Islami Chatra Shibir as having deep ties with the ISI of Pakistan. Fake social media profiles reportedly designed by ISI operatives became the major tool to motivate the mass. It was further intensified by the resurgence of cross border Islamic networks like Huji-B, Ansarullah Bangla team and the Hizb-ut-Tahir which had historically operational links with Pakistan. Intelligence reports now point at Pakistan supplying arms, ammunitions and even RDX to them.



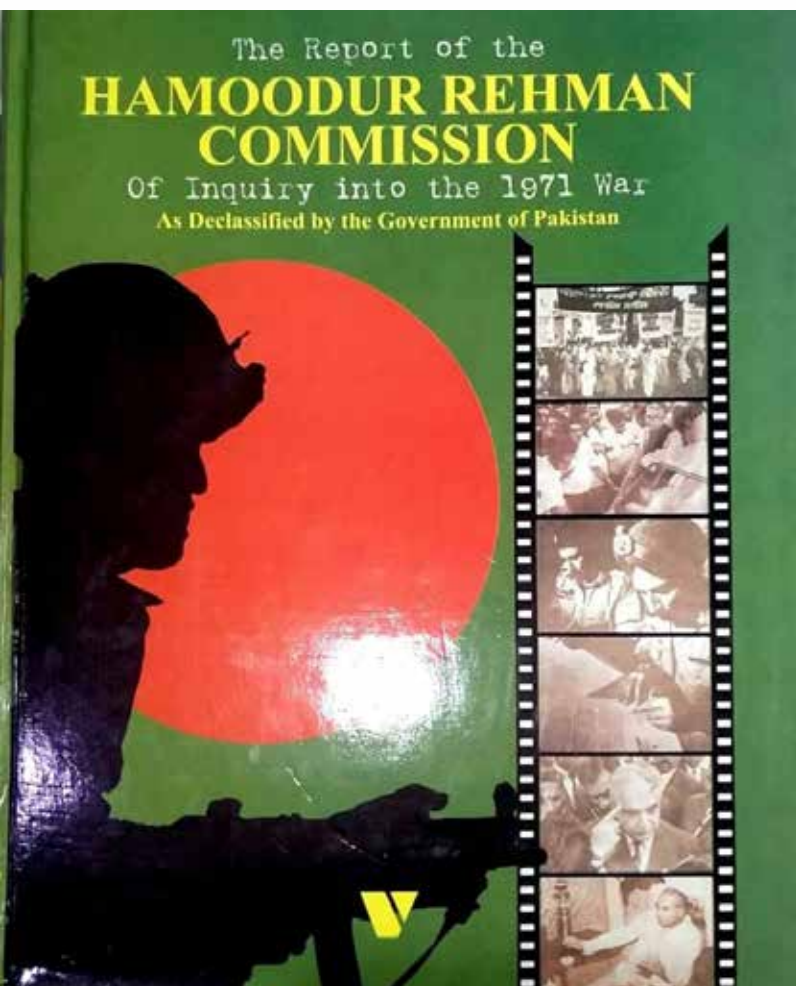


Beneath the street protest lay hidden the sectarian violence of Jamaat-e-Islami. For India, the implications were far reaching. Intelligence reports from West Bengal even point to Pakistan trained JMB operative's link to Laskar-e-Toiba, attempting to cross over to India. Diplomatically too, the situation deteriorated. Bangladesh cancelled \$115 million economic zone project. India countered by restricting \$770 million worth of Bangladeshi garment imports. Faith was replaced by mistrust. The Bangladeshi political vacuum got filled up by Islamist fundamentalists. What Bangladesh is forgetting is not only the friend who stood firm in time of need but also the Pakis who treated them as third-class citizens. What got erased from their memory is the death of nearly six lakhs and the rape of four lakh Bengali women by the brutal Pakistani forces.

In fact, the Hamoodur Rahman fact finding report mentioned "during the present phase of our enquiry, damaging evidences have surfaced regarding the ill repute of General Niazi in sex matters and his indulging in the smuggling of Paan". Remarks of many prominent witnesses are highly provocative. "The troops used to say that when Lt. General Niazi was himself a raper, how could they be stopped". General Niazi enjoyed the same reputation at Sialkot and Lahore. 'Genocide of Bangladesh' – a report published by Columbia University states "systematic and organized rape was the special weapon used by the Pakistani army."

#### CONFIDENTIAL U.S REPORT:

4. ATROCITY RALES RAMPANT, INCLUDING THOSE OF RELIABLE EYE-WITNESSES. BENGALI BUSINESSMAN/NOT AL SUPPORTER SAW SIX NAKED FEMALE BODIES AT ROKEYA HALL, DACC A. FEET TIED TOGETHER. BITS OF ROPE HANGING FROM CEILING FANS. APPARENTLY RAPED, SHOT AND HUNG BY HEELS FROM FANS. WORKMEN WHO FORCED DIG ONE OF TWO MASS GRAVES AT DACC A. REPORT 148 BURIED WITHIN. OTHER GRAVE EQUALLY AS LARGE. JAPANESE REPORT THEY TOLD 400 KILLED THERE. SERVANTS AND UNIVERSITY MAINTENANCE STAFF



During army operations, girls and women were raped in front of close family members in order to terrorize and inflict racial slander." What the younger generation of Bangladesh now need to know are the factual history and not rely on the camouflaged and fake news being generated to motivate the public.

I wonder if the college crowd, backed by the razakars, even know about the role of these betrayers. The students were kept in the dark.



The clandestine operations carried out during the 1971 Liberation War speaks volumes about the training received by the Mukti Fauj for their freedom.

The Pakistanis launched operation 'search light' and on the fateful night of 25th March 1971, the brutal army tried to crush the freedom movement by indiscriminately shooting and eliminating many intellectuals and students at the Jagannath college hall compound. The Pak army deployed tanks to crush men trying to fight with sticks and bricks! Villages were burnt.



Far away in France, PNS Mangro, a Daphné-class submarine - the last of the three French submarines for Pakistan finished its sea tests and was ready to dive for Karachi. Eight Bengali crew members, hearing the appeal of Mujib on their transistor radio, decided to bolt and seek asylum in India with the motive of joining the Mukti Fauz. India did provide them with false identities and arranged for their flights. A W Chowdhury was the leader. But the news of the defectors spread like a forest fire. After many twists and turns, they managed to reach India.

The fleeing refugees by then crossed millions and was at the bursting point. It became evident that war was inescapable.

The eight deserters of PNS Mangro were trained and used by the Indian Navy. For the first time in Asia, a clandestine training

by IN personnel at Palassy in Murshidabad, West Bengal, produced the 'water rats.'



Above: Commander Arup Bandyopadhyay (IN) (Retd);  
Below Commodore A W Chowdhury, Bir Uttam.

These frogmen were trained to swim at the dead of night with 5 Kg limpet mines modified by Jadavpur University. These Nau-commandos sneaked in to East Pakistan. On a signal in the form of two songs played from All India Radio they trudged under water, completely camouflaged, at the dead of night. Their target – hit simultaneously and cripple four different important ports. This was virtually a suicide mission. Each with a 5kg limpet mine tied to the chest with a 'gamcha'



reached the aft, the middle and the fore of a ship. They fixed the limpet mines, removed a condom that covered the soluble detonator and vanished in to the night. In four ports they created complete chaos.



54 years ago, on 15th of August 1971, a world naval history got created. In one night more than 26 ships were sunk. Mukti Bahini naval commandos, trained by India, launched coordinated underwater operations.

'Operation Jackpot' is still taught in military academies across the globe.

Kissinger came but got a cold reception in Delhi. On his return trip, he feigned sickness and landed in Pakistan only to board another waiting PIA aircraft and fly to Beijing. This secret trip was pre-planned and arranged by the Pak President Yahya Khan.

In Pakistan, the Bengali officers and airmen of PAF got grounded. They were banned from flying.

Towards the end of August, Air Chief Marshal P.C. Lal visited Calcutta on a forward area tour. At a 'dawat' he invited Group Capt. Khandoker from PAF for dinner. Group Capt. Khandoker had a plan for forming the Bangladesh Air Force. Chief of Air Staff's wife, Mrs Ela Lal was present. During dinner, Khandoker

mentioned the need for an aerial combat force. Lal regretted. Mrs Lal interjected... and requested the Air Chief to try.

The Government of India agreed to the setting up of a Mukti Bahini air force.

During this time, Flight Lieutenant Shamsul Alam, decided to defect and join the Bangladesh liberation force. But he was arrested on landing at the Dacca airport and was imprisoned. He escaped and reached Mujib Nagar right across Indian border on 15th August at dusk.

At a desolate and abandoned airport at Dimapur they received a single engine tiny Otter, a Chetak

helicopter and a Dakota DC 3.

The unit got officially formed on 28th September 1971 – which is still the birth day of the Bangladesh Air Force.

Intensive training commenced. What normally would take more than six months was completed in a fortnight. All trainings were at the dead of night from a dark unlit runway and flying at very low altitude to avoid detection by any Pakistan radar. The runway - surrounded by hills and with no visual aid and bereft of any instruments, all sorties were at the risk of life.



The modified aircrafts had seven rockets mounted on each side and a twin barrel machine gun protruding out operated by a gunner strapped to the floor.

A parachute laid on a hilltop at night was used as the target. Taking off at night from an unlit runway, flying very low and fearing the looming unseen surrounding hills, the pilots needed to hit the parachute atop the hill and land back guided by a lone battery-operated torch.

Soon they were ready.

Group Captain Chandan Singh based at Jorhat came and declared – ‘your D-day has come.’ ‘Kilo flight will begin the war on the Eastern front.’

On 3rd December 1971, Pakistan Air Force bombed Indian cities. Indian Prime Minister Mrs Indira Gandhi, visiting Kolkata, heard the news and flew back to Delhi.

At 9:30 pm on the same 3rd of Dec 1971, the single piston engine Otter started its engine on a runway at Kailashahar. The vibrating helicopter’s rotors were at full power. The Otter would bomb the Chittagong oil storages and the helicopter shall target the Narayanganj oil depot. All at the same time.

They had only a map, an altimeter and a compass to guide them. They flew at treetop height for fear of getting picked up by any Pak radar. There was complete radio silence. Soon, the ground becomes a ball of fire and the heat hits the pilots. The helicopter too succeeds. Pakistan’s oil reserve was all over.

The valour of the pilots, India’s strategic planning, training and arming innocuous aircrafts with ‘juggad’ became a legend in the annals of world Air Force history. It is time for the young to know the truth – necessity is the mother of all inventions.

This is the true, yet very little-known history of the Indian Navy trained ‘water rats’ and the first attack from air starved the Pak Air Force for lack of fuel.

The so-called Biharis and Razakars, hiding behind a mask and instigated by YouTubers from Paris and USA have been the cause of many a deadly crime. Who funds them and why? The young people have forgotten to ask these vital questions. They have been made

parrots who can only mug up or believe in the sauce layered material doing rounds on the social circuits planted by the Islamist groups that will only retard the progress of the country.

Bangladesh entered a period of economic distress. As an interim government took charge, inflation surged exceeding ~11%; food inflation even higher. Business confidence eroded: listed firms saw an average profit decline of ~24% in late 2024 amid uncertain governance and elevated interest costs. Growth projections fell—from 5–6 % to 3–4 %—as weak investment, delayed reforms, and inflation persisted. The banking sector also plunged deeper into crisis with rising non-performing loans and pressure on fiscal stability. This was not unexpected. I will not be wrong if this was tailor made to suit the needs of some Nations who are waiting with money to ‘buy’ this country.

India’s defense is under pressure because it is surrounded by multiple neighbours with whom relations range from competitive to openly hostile, creating a “two-front plus” security challenge. China, the Line of Actual Control (LAC) remains tense after the 2020 Galwan clash. China has expanded infrastructure along the border, increased troop deployments, and deepened its presence in the Indian Ocean via ports in Pakistan, Sri Lanka, and Myanmar. Pakistan, persistent ceasefire violations, cross-border terrorism, and Islamabad’s close military ties with Beijing keep the western front on the edge. Bangladesh & Nepal, while not hostile, political shifts, growing Chinese influence, have created uncertainty in traditionally friendly corridors. Myanmar’s political instability, Chinese military presence, and insurgent sanctuaries in border areas complicate India’s northeast security. And to add to the wound, USA is playing a game with tariff impositions.

With this kind of a scenario, India, as a country, unitedly, is capable of fighting all odds. But any cracks now might weaken the bond that binds us together. Politicians must consider country above party. Citizens must live in a cohesive atmosphere and any differences may be kept on the loft to be forgotten over time.

**[ The author has just made a documentary with the real persons involved ]**





## ANNOUNCEMENT



# Annual Meet

Venue: Hotel DeSovrani

For Wheelers &amp; Guests



# Mahalaya Drive Tour

Destination: Lalit Lodge. Sankrail

For Wheelers &amp; Guest

## Happy Birthday to Wheelers

NAME	DATE
Gopa Sarkar	1-Aug
Samantak Roy	1-Aug
Neermalya Deb Sikdar	1-Aug
Subrata Roy Choudhury	1-Aug
Raj Kumar Chhajer	2-Aug
Bhaskar Dutta	2-Aug
G.n. Ray	2-Aug
Chandra Shekher Netram	2-Aug
Santanu Das	3-Aug
Amitava Bannerjee	4-Aug
Orijit Ghosh	4-Aug
Arijit Bhattacharya	6-Aug
Abhijit Chattopadhyay	7-Aug
Soumen Kar	8-Aug
Debasis Bhattacharyya	8-Aug
Amitabh Luthra	8-Aug
Robin Mallick	8-Aug
Soumya Roy	9-Aug
Paul Austin D'cruze / Amit	9-Aug
Tuhin Chowdhury	9-Aug
Chandan Roy	10-Aug
Sanjib Das	10-Aug
Arpita Mansata	10-Aug
Shihab Rezaul Mondal	10-Aug
Sumit Binani	10-Aug
Priyanuj Moitra	10-Aug
Dr. Biswajit Panda	10-Aug
Sanjib Kumar Paik	12-Aug
Vishal Kedia	12-Aug
Ashok Kumar Basu	13-Aug
Jaidipa Dasgupta	14-Aug
Arindam Mukherjee	15-Aug

NAME	DATE
Shroyita Lahiri	15-Aug
Chandan Chatterjee	15-Aug
Sandhya Bhadury	16-Aug
Arindam Mukhopadhyay	16-Aug
Pradeep Kumar Tarafdar	17-Aug
Debabrata Deb	17-Aug
Dr. Shaikat Gupta	17-Aug
Bikash Dutta	18-Aug
Adesh Wahie	18-Aug
Shravan Kejriwal	19-Aug
Subhra Baran Sengupta	19-Aug
Munisch Bhagwanani	20-Aug
Anirvan Chaudhuri	20-Aug
Rabindra Nath Tandon	20-Aug
Aloke Nath Basu	22-Aug
Goutam Kumar Biswas	23-Aug
Ashish Agarwal	23-Aug
Sandip Kumar Ghosh	24-Aug
Abhrajyoti Ghosh	24-Aug
Debojyoti Bhattacharjee	25-Aug
Arunabha Biswas	25-Aug
Rishabh Agarwal	26-Aug
Sudipta Ghosh	28-Aug
Subhasis Gangopadhyay	28-Aug
Soumyadeb Shaw	29-Aug
Anirban Dutta	29-Aug
Tanushree Nandan	30-Aug
Sudhir Kumar Kothari	31-Aug
Sanjay Das	31-Aug
Anand Acharya	31-Aug
Dr. Debashis Chatterjee	31-Aug
Rahul Bose	31-Aug

# Krishnanagar

*Where Clay Breathes And  
Hands Shape Eternity*



Team WHEELS

**W**ith the monsoon in full swing, it is the perfect time to get into your car, play some lovely monsoon melodies and hit the road with your loved ones. On a rain drenched August morning, Team WHEELS drove down to the historical town of Krishnanagar in the Nadia district of West Bengal. Famous for its rich past, finest clay models and delicious sarpuriya & sarbhaja, Krishnanagar is a charming little town located close to Kolkata. Add the majestic palace of Raja Krishnachandra Rai and the beautiful Krishnanagar Cathedral and what you get is the perfect destination for a day drive over the upcoming weekend.





The Maruti Suzuki Ciaz takes a break en route to Krishnanagar

## ROUTE DESCRIPTION

We set our trip meter to zero and proceeded straight onto the Ultadanga-VIP Road flyover. We kept driving straight on VIP Road until we arrived at the VIP Road-Jessore Road T Junction from where we turned right onto Jessore Road. From this point onwards we kept driving straight crossing Doltala More, Madhyamgram Chowmatha, Dakbagla More, Colony More, Amdanga, Barajaguli, Chakdah, Ranaghat, Fulia, and Shantipur, before arriving at Krishnanagar.

While exiting the city, you are likely to face heavy traffic and several potholes on the road from Ultadanga-VIP Road Flyover till Amdanga following which the congestion eases out and the road quality significantly improves resulting in an enjoyable drive all the way right up to Krishnanagar. Follow the tulip carefully for arriving at the first stop - the Krishnanagar Rajbari built during the reign of Raja Krishnachandra Rai.


## HISTORY

Krishnanagar is a historical town located on the banks of River Jalangi– a distributary of River Bhagirathi Hooghly, in Nadia district. Originally, the name of this place was 'Rewe' where a royal dynasty was founded by Bhabananda Majumdar. Later, Raja Rudra Ray (1676–1693) changed its name to Krishnanagar, derived from Sri Krishna.

It was under Raja Krishnachandra Rai – an heir to the throne, that Krishnanagar flourished as a centre of art and culture because of his artistic and aesthetic bent of mind. Gopal Bhar, the court jester and a prominent personality in Bengali literature, also belonged to the same royalty.

Raja Krishnachandra Rai colluded with Robert Clive and the British East India Company against Nawab Siraj-ud-Daulah in the Battle of Plassey (1757). He was part of a conspiracy involving prominent figures like Mir Jafar, Jagat Seth, and Omichund, who sought to depose the Nawab and install Mir Jafar as a more amenable puppet ruler. Krishnachandra's support was crucial for the British victory, and in return, he received favour from Clive, including a gift of cannons and the title of Maharaja.





The Maruti Suzuki Ciaz struck a pose in front of the Krishnanagar Rajbari

## KRISHNANAGAR RAJBARI

Krishnanagar Rajbari was built during the reign of Raja Krishnachandra Rai and is a prominent place of tourist attraction though the remnants of the past glory have been eroded and only a dilapidated structure of the exquisite palace with carving on its inner walls exists today.

As we approached the palace through the main city roads, a huge nahabatkhana at the entrance to the main palace suddenly appeared from nowhere. We took our Maruti Suzuki Ciaz through the gate with four minars, an example of Indo-Muslim architecture and reached the main structure surrounded by a long boundary wall of the Krishnanagar Rajbari.

The depressing fact is that no visitors are allowed to enter Krishnanagar Rajbari beyond the wall. We peeped through the gate and saw nothing more than a manicured garden. Undeterred, we tried our luck from the side gate but failed again. We could only get a glimpse of the huge palace located deep inside with a flower nursery at the entrance.

Locals informed that on the inside, the palace has a Durgadalan, enriched with fantastic frescos and the star attraction is

a set of old canons used in Plassey. Legend has it they were gifted by Lord Clive to Raja Krishnachandra Rai for his support in the Battle of Plassey. Every year in April, a fair called 'Barodole' is held in front of the palace.

## KRISHNANAGAR CATHEDRAL

Our next stop was the Krishnanagar Cathedral which is another prominent tourist attraction in Krishnanagar. This 137-year-old Roman Catholic edifice stands as one of the best cathedrals in Eastern India. Built in 1886-88, it was almost destroyed by an earthquake in 1897, but then restored in 1899.

The property has three major attractions - a Catholic Church, an elevated garden with multiple life-like models of Jesus Christ carrying the cross before His crucifixion followed by His resurrection and the Khristo Mandir- a massive hall with a huge silver dome and exquisite glass paintings with 22 rare oil paintings of Jesus Christ. The Italian interiors and the soft natural illuminations were splendid and is a visual treat.



## GHURNI

Our final pit stop of the day drive was the artisan's quarters in Ghurni. The art of making clay dolls was initiated by Raja Krishnachandra Rai. Around 1728, Raja Krishnachandra brought a few families of talented clay artists from Dacca in East Bengal and Natore in North Bengal and they settled here.

Over the centuries, clay artists of Krishnanagar settled in three localities – primarily in Ghurni, Kumorpara-Shasthitala and Rathtala near Krishnanagar Rajbari. It is the clay-modellers of Ghurni who earned fame worldwide for their colourful clay models of human figures and real-life objects while the others were marginalised to making clay utensils and modelling figures of gods and goddesses.

Gradually the art form of Ghurni was acclaimed far and wide. According to reports, the Duke of Connaught was the first Britisher to have his bust modelled by Gopeswar Pal of Ghurni. So impressed was he that during a visit to an exhibition being held in London in 1924, he urged the Indian sculptor to make his model. Gopeswar Pal

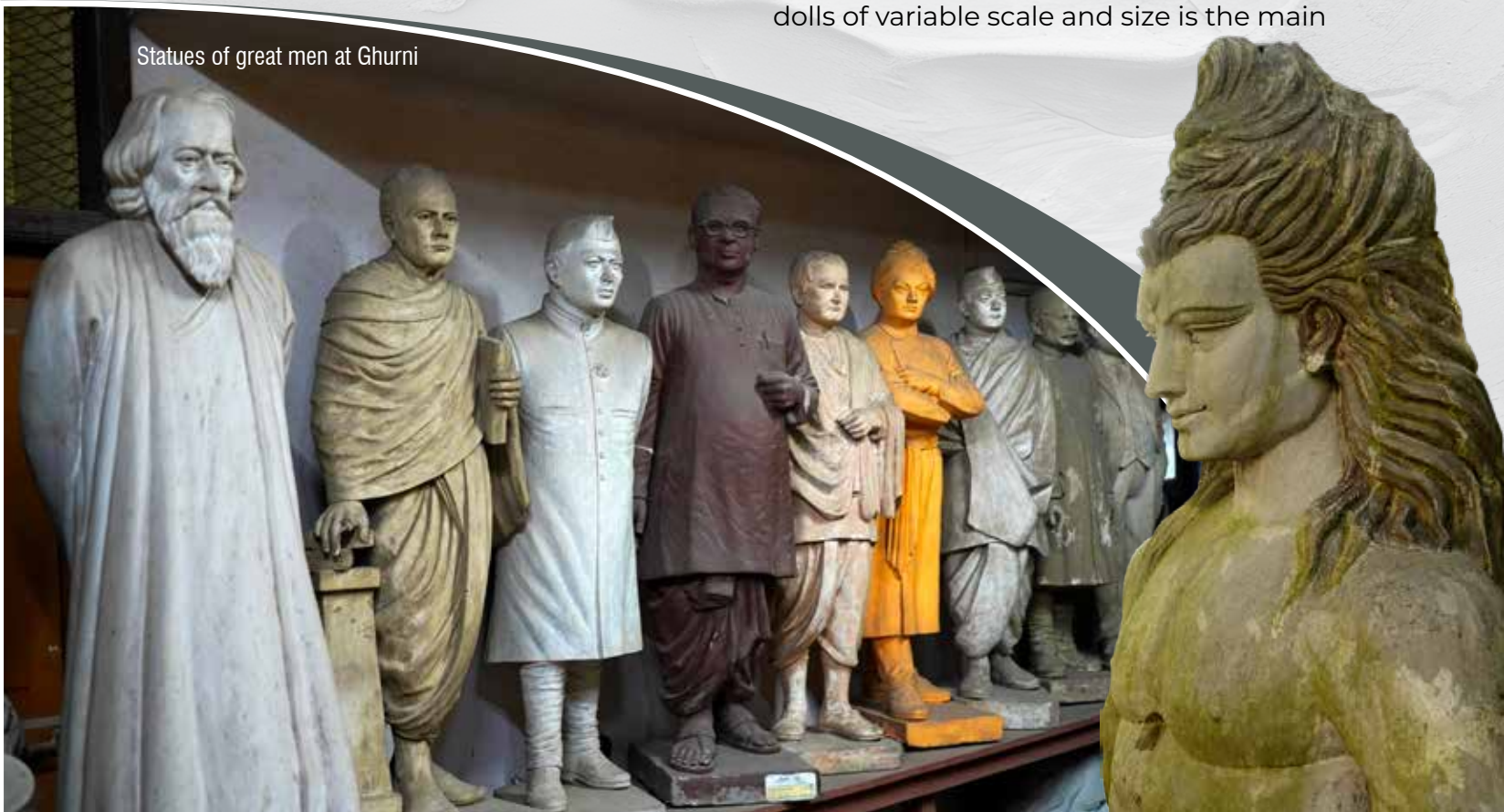
The Krishnanagar Cathedral



readily obliged and the bust was made in less than five minutes. Fascinated by true to life model on display at the exhibition, the other British aristocrats had their models made by the artists from Krishnanagar. Gradually, the realistic clay models of Krishnanagar became so famous - it prompted foreigners to seek their service for engraving churches, mosques and monuments all over the world.

However, making realistic looking clay dolls of variable scale and size is the main

Statues of great men at Ghurni





art form and craft of Ghurni. It's a traditional skill that has been handed over through generations. The clay modellers in Ghurni are mostly based around 'Putul Patty' - a locality inside Krishnanagar town with approximately 26 shops spread on both sides of the road near the Ghurni Post Office Morh.

The shops at Ghurni mostly sell colourful

clay models, resembling realistic-looking human figures of different professions and races as well as fruits, vegetables, gods and goddesses, mostly used for interior decoration. Most of the artists and shops of Ghurni take orders for making different kinds of models, be it a statue, mural or fresco for home or commercial décor.

## CLAY MODELLING

According to Saikat Mondal of Kathuriayapara, the most common method of clay modelling at Ghurni is the 'press and mould' method. At first, the desired quality of clay is procured from River Jalangi or other places and brought to workshops by pick-up vans. Then the clay is put inside a wash basin to get rid of impurities. Thereafter, it is netted to get rid of solid particles and make it absolutely smooth. It is then packed inside plastic sacks to get rid of excess water and preserved over a long period of time.

At the time of making the clay models, moulds are put to use. Soft, smooth clay is pressed inside the moulds with wires put inside the clay for the purpose of strengthening. It is then carefully taken out and joined with rest of the figure and dried under a shed followed by per brushed with water for a smoother finish. They are then baked inside a kiln for further hardening. Finally, the models are painted with vibrant colours using traditional adhesive.

Not all models are made by the artists themselves. Many skilled workers are also

hired daily and paid daily wages between INR 500 and INR 2000, depending upon their skills.

While most clay models are made out of moulds, some are created individually by hand. "The posture of a 30-year-old will be different from that of a 60-year-old. Such differences are not distinctive in a mould doll. The facial lines, folds of the fingers are more intricate, the nose and ears more life-like and postures more perfect in handmade dolls than the ones made in moulds" explained a veteran dollmaker.

Marketing of the products is done primarily through handicraft fairs held all over the country and retail sales which is restricted to selling through individual stores at Ghurni.

## ARTISTS

At present there are about 100 families living at Ghurni who are engaged in clay modelling. However, the first artist to receive an award for clay modelling was Ram Paul (1819-1885) followed by other





eminent ones such as Rakhal Das Pal, Biren Pal, Kartick Pal and Ganesh Pal. We also got to learn a few names of the renowned artists who are still engaged in the profession at Ghurni as Tarit Pal, Mriganka Paul, Subir Pal, Sanjay Sarkar and Goutam Pal – quite a few of them being recipients of the President's Award.

## **SWEET ENDINGS SARPURIA AND SARBHAJA**

And finally, don't forget to gorge on the famed sweets of Krishnanagar - 'Sarpuria' and 'Sarbhaja'. The famous sweets were invented in this town by moyras (confectioners) of Krishnanagar. The shop of 'Adhar Chandra Das' is most famous for the sweet variants made from layers of dried milk. Located at Nediarpada, the original shop of Adhar Chandra Das is definitely worth a halt.

Sarpuriya from Adhar Chandra Das




























A view of a popular clay model store in Ghurni



The artisans at work in Ghurni



ROUTE MAP KOLKATA – KRISHNANAGAR RAJBARI			
KM	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
0.0		VIP ROAD	Set Car Trip meter to "0". Go on to VIP Road - Ultadanga Flyover
2.3		VIP ROAD	Cross Big Ben installation on your left. Proceed straight
3.9		VIP ROAD	Go on to the Baguihati Flyover
8.9		VIP ROAD	Turn right on to Jessore Road
10.2		JESSORE ROAD	Keep right and continue driving straight
15.0		JESSORE ROAD	Cross Doltola More. Proceed straight
16.2		JESSORE ROAD	Cross Madhyamgram chowmatha. Proceed straight
18.7		NH-34	Take left diversion from Dakbangla Crossing at Barasat
19.2		NH-34	Cross Barasat Railway level crossing and proceed straight
20.3		NH-34	Proceed straight. Road on left leads to Barrackpore
31.2		NH-34	Cross Amdanga. Proceed straight
41.5		NH-34	Cross Gadamar Haat. Proceed straight
48.7		NH-12	Go on to the flyover

ROUTE MAP KOLKATA – KRISHNANAGAR RAJBARI			
KM	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
50.5		NH-12	Barasat - Krishnanagar Toll Plaza. Pay toll and proceed straight
91.9		NH-12	Go on to the flyover
97.4		NH-12	Cross Bagdia and keep driving straight
104.7		NH-12	Mothers Hut Family Food Court on your right
106.2		NH-12	Take right from under pass, cross over and turn left and proceed straight to enter Krishnanagar Town
107.3		KRISHNANAGAR ROAD	Krishnagar City North Railway Level crossing
107.6		KRISHNANAGAR ROAD	Take right from the Y fork
108.2		KRISHNANAGAR ROAD	Turn left from Helen Kellen Smriti Vidyamandir
108.4		KRISHNANAGAR ROAD	Turn right and follow the meandering road
108.6		KRISHNANAGAR ROAD	Turn left from T junction
108.9		KRISHNANAGAR ROAD	Turn left from this point
109.1		KRISHNANAGAR ROAD	Arrive of Krishnagar Rajbari



# Spinny Releases Q2

## 2025 Trend Report



India's used car market continues to evolve digitally, demographically, and geographically. Spinny, the country's leading full-stack used car platform, has released its Q2 2025 Trend Report, offering a data-backed, consumer-first view of shifting buying behaviour across channels, formats, and regions.

### KEY HIGHLIGHTS Q2 2025

- Automatic Cars - 30%
- Home Deliveries - 20%
- Hub Deliveries - 80%
- Online Purchases - 80%
- Women Buyers - 26%
- Average Buyer Age - 34
- Car Finance - 58%
- First-Time Buyers - 70%
- Petrol Preference - 82%

### SELLERS DRIVE TRENDS

Spinny's Q2 data shows that hatchbacks made up the majority of seller supply at 55%, with Maruti Suzuki dominating the list of most-sold cars by sellers.

The WagonR, Baleno, and Swift were the most frequently sold models by sellers. In Kolkata, hatchbacks accounted for 62% of the city's total vehicle supply.

SUVs accounted for 21% of the inventory, led by the Ecosport, Creta, and Brezza. Chennai recorded the highest SUV share, with 26% of vehicles supplied in the city falling under this segment.

Sedans made up 18% of total supply, with the Honda City, Honda Amaze, and Swift Dzire as the leading models. In Chandigarh, sedans comprised 22% of the city's total vehicle supply.



## BUYERS MATURE WITH USED CAR MARKET GROWTH

70% of Q2 buyers were first-time car owners, down from 74% in Q1, indicating rising repeat and upgrade buyers.

The average buyer age rose from 32 to 34 years, suggesting more thoughtful, value-driven decisions and a growing preference for used cars.



## TRUSTED BRANDS, FRESH PREFERENCES

- ▶ Maruti Suzuki and Hyundai retain the top two brand positions.
- ▶ Tata Motors moves ahead to third, replacing Honda, driven by new models and diverse fuel options.
- ▶ Top models include the Hyundai Grand i10, Renault Kwid, and Maruti WagonR, which overtook the Swift from Q1.
- ▶ White and Grey remain the most popular colours, while Blue has surpassed Red—signalling a shift toward bolder, trendier choices.
- ▶ SUVs continue to grow, holding a 20% share, led by the Ford EcoSport.



## FUEL AND TRANSMISSION SHIFTS

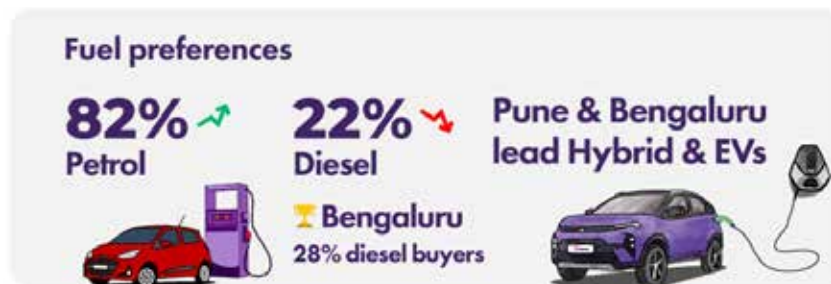
- ▶ Automatic cars accounted for 30% of Q2 sales, up from 29% in Q1, led by Mumbai with 35% automatic purchases.
- ▶ Petrol vehicles remain dominant at 82%, while Bengaluru had the highest share of diesel buyers at 28%.
- ▶ Pune and Bengaluru are showing growing

interest in hybrids and EVs.

## CITY-BY-CITY LANDSCAPE DIVERSIFIES

Spinny's data highlights unique regional trends:

- ▶ Bengaluru was the fastest-growing city overall, with diverse fuel preferences and strong demand



- ▶ Kochi led in home deliveries, with over 40% opting for doorstep handovers
- ▶ Chandigarh had the highest share of women buyers (30%+)
- ▶ Jaipur hosted the youngest buyers, with an average age of 31 years



► Delhi NCR, Bengaluru, and Hyderabad remained top markets by volume, while Pune continued its upward climb.

### ONLINE TRUST, DELIVERY IN PERSON

80% of Spinny customers bought their cars online in Q2, up from 77% in Q1. This digital-first journey—powered by transparent pricing, verified vehicle histories and doorstep convenience—has become the norm.

While home deliveries dipped slightly to 20%, hub-based pickups increased to 80%, with 60% of those occurring through Spinny Parks. This shows that while customers trust booking online, many still value the touch-and-feel experience that hubs provide. Spinny Parks offer a premium, new-car-like buying experience.



### LOANS AND VAS AT WORK

- Financing continues to surge, becoming the preferred mode of ownership for salaried customers.
- 58% of buyers opted for car loans in Q2, up from 57% in Q1
- 70% of Spinny's buyers are salaried professionals
- Coimbatore topped the chart with over 65% loan adoption
- Assured+ Warranty attach rate grew to 30% till June, reflecting growing demand for post-sale assurance

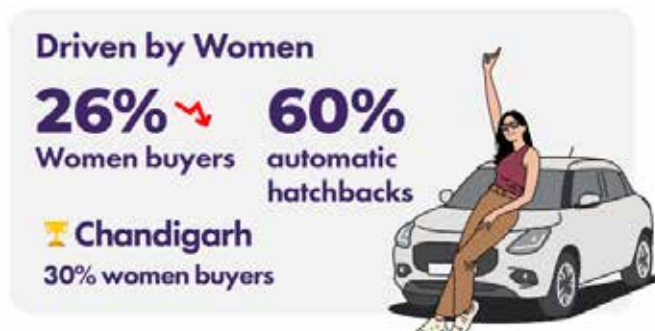


### WOMEN BUYERS: A CONSISTENT GROWTH STORY

Women buyers accounted for 26% in Q2, a slight dip from 28% in Q1, but part of a strong multi-year growth trend. Over the last three years, women's share on the platform has more than doubled, driven by rising independence, 60% preferred automatic hatchbacks, and gender-inclusive financing options.

Chandigarh led with over 30% women buyers, the highest in India, with strong

presence also in Delhi NCR, Hyderabad, and Bengaluru. Continued focus on women-centric services is expected to drive further adoption in H2.



## LUXURY, NOW ACCESSIBLE

- Luxury demand remains strong, driven by experienced urban buyers and accessible pricing.
- Audi Q3, BMW X1, and Mercedes GLA were the top premium models in Q2



- Metro repeat buyers lead this segment, often choosing upgrades over first-time ownership
- Tier 2 cities like Jaipur, Coimbatore, and Kochi outpaced metros with over 30% luxury segment growth

## Q2 HIGHLIGHTS

- Akshaya Tritiya marked Spinny's highest-ever single-day sales, with over 800 cars delivered.
- Net Promoter Score (NPS) reached a record 80 in June, reflecting strong buyer and seller satisfaction.
- Preference for cars under 3 years old rose steadily, peaking at 25% in June—driven in part by the Spinny Assured+ program offering a 3-year warranty.
  - April: 18%
  - May: 22%
  - June: 25%

## Q3 2025 OUTLOOK:

Festive, fast, and financially enabled looking ahead, Spinny expects:

- A surge in purchases during Onam and Diwali
- Continued growth in finance-enabled, digital-first journeys
- Deeper EV and hybrid interest, especially in tech-forward cities
- Stronger focus on women buyers, supported by tailored services and support models



“India’s car buyers today are more confident, better informed, and increasingly digital,” said Niraj Singh, CEO and founder of Spinny. “We see a diverse market coming together through trust and transparency. Spinny continues to enable this journey—city by city, car by car.”



**R**oad tax is mandatory when you buy a new vehicle in any state. Each state has different road tax rates. In West Bengal, road tax for cars and other vehicles are levied according to the West Bengal Motor Vehicles Tax Act of 1979 and the Motor Vehicles Act of 1988.

The road tax amount payable in West Bengal differs according to the type of vehicle purchased and the purpose for which it will be used. There are two types of uses for vehicles - personal or commercial. In this article we shall be focusing mainly on road tax payment process of personal 4-wheeler non-transport vehicles.

# ROAD TAX in West Bengal



## HOW IS ROAD TAX CALCULATED IN WEST BENGAL?

Every state has its own parameters and rules to decide how to levy road taxes. Typically, one or more of the factors listed below are used to determine how much tax and RTO charges you owe on a generic basis:

- ▶ Seating capacity of the vehicle – whether two persons, three, four or more persons
- ▶ Intended use of the vehicle – whether private or commercial use
- ▶ Age of the vehicle – whether the vehicle is new or old
- ▶ The capacity of the engine – road tax will vary according to the cc rating of the engine

- ▶ Vehicle category – whether the vehicle is a two or a four-wheeler

Let's now see the rates of road tax in West Bengal.

## 4-WHEELER ROAD TAX IN WEST BENGAL

The road tax for 4-wheelers in West Bengal is levied in two separate categories as applicable to your vehicle:

- ▶ Tax on non-AC 4-wheelers
- ▶ Tax on AC 4-wheelers

The amount of tax for both the categories above depends on engine capacity as well. The table below shows the applicable road tax rates for non-AC 4-wheelers and the additional amount liable to be paid for AC 4-wheelers.

Engine rating in cc of the 4-wheeler	One-time tax for non-AC 4-wheeler	Extra tax for AC 4-wheeler
Engines up to 900 cc	Rs 10,550	Rs 4,000
Engines between 900 cc and 1,490 cc	Rs 13,900	Rs 7,500
Engines between 1,490 cc and 2,000 cc	Rs 21,800	Rs 10,000
Engines between 2,000 cc and 2,500 cc	Rs 28,000	Rs 12,500
Engines higher than 2,500 cc	Rs 30,000	Rs 15,000

### ONLINE ROAD TAX PAYMENT IN WEST BENGAL: OTHER VEHICLES

Road tax in West Bengal for vehicles that do not fall into any of the categories mentioned is the same as that for commercial vehicles.

#### How to pay road tax online in West Bengal?

- ▶ Open the Parivahan website on this link below.  
<https://vahan.parivahan.gov.in/vahanservice/vahan/ui/statevalidation/homepage>
- ▶ Go through the “general instructions for availing Vahan services” at the left of your screen.
- ▶ Enter “registration number” and click on “proceed”.
- ▶ Click on “pay your tax”.
- ▶ Enter your “mobile number” and then click on “generate OTP”.
- ▶ Enter the OTP received at your mobile and click on “show details”. You may be prompted to insert your mobile number again.



- ▶ Crosscheck the details regarding owner information, latest tax details, tax details, permit details (in case of transport vehicles), etc. shown under owner tax information.
- ▶ In case of any mismatch, please do not pay tax online, contact the concerned RTO office.
- ▶ In case if system identifies any discrepancy, proper message will be displayed and please follow the details contained in the message.
- ▶ You may be required to update your vehicle insurance details.
- ▶ Under tax details, enter the number of month/ year /quarter (if tax is up to date).
- ▶ Select suitable tax mode, as may be applicable from the list -yearly, 5 years, life time lump sum, etc.
- ▶ Auto generated total payable amount will be indicated, if correct then click on “payment” or “reset” if incorrect.
- ▶ “Confirm tax details” alert will indicate all the fees/taxes that an applicant has to deposit, check that select the ‘check box’ and then click on “confirm payment”.
- ▶ Select “GRIPS” as payment gateway, check the amount and confirm, select your bank from the list shown, and make the payment and save the generated fees receipt.
- ▶ Please do not refresh the payment gateway page during transaction.
- ▶ Please do not press back button in the payment gateway page.
- ▶ In case of any error during payment, please wait for 2 bank working days. then go to ‘status/reprint’ link and click ‘check pending transaction’. insert your vehicle registration number and last five digits of your chassis number (see your registration certificate). and press “show details”.





► Click on the “Trans ID” number.  
 ► Now click on “check to bank”.  
 a. In case of successful transactions, i.e. where payments have been made at Bank – receipt will be generated. But, in case of Failed/Pending transactions, an appropriate message will appear after which a new transaction needs to be initiated.

If you don't wish to pay your taxes online, you can do so physically (offline) as well through RTO.

### **LIFE TIME TAX FOR CAR IN WEST BENGAL**

For instance, the lifetime tax will be 7.5% of the value of the vehicle, which is beneficial compared to the one-time tax for five years of 5.5%. “A car owner pays 11% tax if he or she retains the vehicles even for ten years.

### **BH SERIES REGISTERED CARS**

BH series permits road tax to be paid in instalments every two years or in multiples of two, in contrast to state-specific registrations, which are paid in whole for a predetermined number of years. This tax is valid for 14 years, after which an annual road tax is applicable.

Below are road tax rates for BH Series Vehicles in West Bengal:

- Vehicles under ₹10 Lakh: 8% of the invoice cost.

- Vehicles between ₹10 Lakh and ₹20 Lakh: 10% of the invoice cost.

- Vehicles above ₹20 Lakh: 12% of the invoice cost.

### **WRAPPING UP**

Paying your road tax in West Bengal is an essential aspect of compliance being a responsible citizen of the state. Non-renewal of road tax results in steep penalties and the car can be impounded.





# INDIAN NATIONALISM AND THE MUSLIM IMPETUS



Sandip Banerjee

**H**istory in itself is extremely dynamic as a subject. It is pertinent that when we discuss any historical event, we must try to take an objective view while judging the context of the situation. Moreover, the approach to analysis keeps on changing with time. More theories evolve, more evidences crop up, more data come into the surface. This is almost like de-classification of information gathered in the annals of time. Public response to various historical developments also plays, though not always correctly, yet, an impactful role in determining historical understanding. Nowadays, things are even more difficult, as many so-called 'self-declared' historians crowd their opinion in the social media in such a fashion that it clouds actual inference or one may say the truth. It is very easy to spread views in a populist manner, particularly if one masters the art of digital communication. Controversy always attracts response.

The Indian national movement is arguably the most inspiring episode of modern Indian history. Our freedom from the clutches of British imperialism was soaked in the blood-bath of communal riots born of the issue of partition. It is one of the largest political exoduses of people. Unfortunately, the scar of partition is still prominent. Even today any reference to freedom struggle ends up in the partition-debate with one major community blaming the other. But history would aptly justify how both the major communities- the Hindus and the

Muslims fought for India's Independence.

While we are very busy in trying to sort out communal differences, we should try to focus on how the Muslim community joined hands with the Hindus in waging war against colonial atrocities. It is also important to note why the Britishers started playing the communal card, specifically after the revolt of 1857, which according to none else than Karl Marx, was a great uprising of the Hindus and the Muslims. If we consider, as many does, the revolt of 1857 as a war of Independence then in that war, the Hindus and the Muslims fought shoulder to shoulder. That not only antagonized the colonial masters but also forced them to devise strategies to neutralize the united uprising of the two leading Indian communities.

At the time when Agha Khan and Lord Sinha were competing with each other in their demonstration of loyalty towards the British Raj, Khudiram Bose, a young lad of 18 belonging to the Jugantar Group was hanged on charge of murdering Mrs. Kennedy in 1908. Before his arrest, he was

Deoband Ulema School



given shelter by an unnamed Muslim lady known to be the sister of Maulavi Abdul Waheed, a compatriot of the veteran revolutionary leader Dr. Bnupendranath Dutta.

The rise of revolutionary activities centering around Deoband School was one of the most remarkable testimonies to Muslim participation in the earlier part of the 20th century that marks the rise of revolutionary nationalism in India. In spite of all the religious overtone that existed in the Indian society at that time, Deoband Ulema School under the leadership of Mohamadul Hassan went into full preparation, both ideological and organizational, to liberate India from British rule.

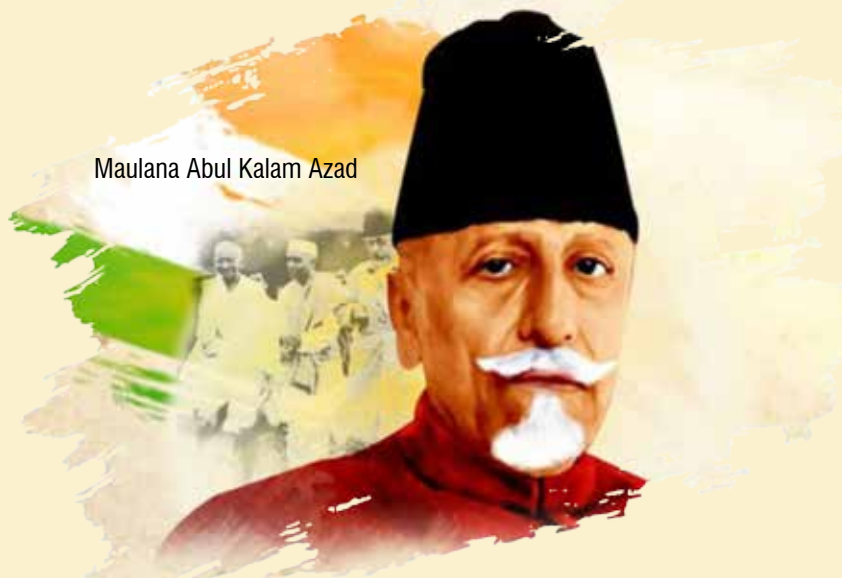
The Muslim community has tried its hand in anti-imperialistic struggle from the late 18th century. The Muslim Fakirs along with the Sanyasis organized secret revolutionary societies during the eighteenth century. It was followed by the Wahabis of the 19th century. At a time in 1876, when Balwant Phadke of Maharashtra, along with Ibrahim



Jamaluddin Afgani

Khan took up the thread from the Wahabis he found people like Jamaluddin Afgani who contacted firebrand nationalists like Mohamadul Hassan fighting against the 'firangis'.

In spite of social and political limitations in determining the objectives of this revolutionary movement, a number of other young Muslim men came forward with their



Maulana Abul Kalam Azad

own plans. In this connection the name of Maulana Abul Kalam Azad is on record in the British Archival papers. In his autobiography – 'India Wins Freedom', the Maulana touched upon the point that he came in contact with Aurobindo Ghosh through Shyam Sunder Charavarti. After his tour of the Middle-East, Afghanistan, Peshawar and Northern India, Azad organized a revolutionary society named 'Habibulah' in Calcutta. Earlier he started a paper called 'Al-Hilal'. His society was organized on the model of the Maniktala Group. Muslim youths were asked to take an oath at Khiderpore Kabarasthan, by touching the Koran, to serve and die for the cause of the motherland. Maulana Azad emerged as a foremost nationalist leader in days to come. His writings, his speeches, his great leadership and organizational skills played a crucial role in navigating our struggle. He served as the Congress President for a considerable length of time. During the days of negotiation for partition, Azad remained a secular democratic voice who did not yield to Jinnah's divisive politics.

With the arrival of Gandhiji to the scene of the Indian freedom struggle, the movement became more inclusive with people cutting across geography becoming participants. Gandhiji wanted a mass movement immediately after the atrocities like the Jalianwalabagh Massacre or implementation of the Rowlatt Act. An immediate opportunity surfaced in the form of the Khilafat issue. Though the matter was not essentially Indian, Gandhi could combine the rebellious attitude of Muhammad Ali and Saikat Ali and support





Begum Hazrat Mahal

the Khilafat movement. Gandhiji's logic was to combine the two leading communities of India against British colonialism. Now over the course of time the impetus to this movement started waning and eventually the Khilafat movement lost its intensity in India.

Since the British occupied India as a colonial master, resistance against them erupted in various forms. During the revolt of 1857, when Nawab Wajid Ali Shah left Lucknow and came to Calcutta, Begum Hazrat Mahal stayed back to continue her fight against the British. She was instrumental in exploding the British Residency in Lucknow. Along with Nana Sahib, she formed a formidable confederacy in North India. She joined the Maulavi of Faizabad in the attack on Shahjahanpur. Unfortunately, due to several factors the Britishers regained their lost position; the revolt failed to achieve its purpose. The Begum too had to retreat, to Nepal ultimately, to die there in 1879 and get buried, almost unsung in the grounds of Kathmandu's Jama Masjid.

Both the Wahabi and the Farazi movements were led by the Indian Muslims. Because of their objective to wage a relentless crusade against the British rule, none can deny their role as fighters for freedom. The Wahabis tried to make converts amongst the army. Sahid Ahmed of Bareilly, the Wahabi leader was the mastermind of this movement in India. The Wahabis did plot conspiracy cases in places like Hyderabad

in 1839, Patna in 1845 and Rawalpindi in 1852. The Wahabis fought with considerable organizational skills in 1857 revolt in their fight in the region of North West Frontier Province.

The Farazi movement in its emphasis on social justice and its resistance to oppression indirectly contributed to the broader anti-colonial sentiment which later influenced the Indian nationalist movement. Founded by Haji Shariatullah and later led by his son Dudu Mian, this movement fought for the rights of the Muslim peasants, mainly in Eastern part of undivided Bengal.

The Kakori Train Conspiracy is one of the most valiant attempts against British rule. This was an act of robbery of cash by robbing a government train on 9th August 1925. One name that shines amongst many, in this act is that of Asfaqulla Khan alongside Chandra Sekhar Azad, Ramprasad Bismil and others. Asfaqulla was the co-founder of the Hindusthan Republican Association later to become Hindustan Socialist Republican Association. He was a close comrade of Chandrasekhar Azad. Though he initially escaped after the incident, he was eventually caught in 1926 and after trial sentenced to death in 1927, along with Ramprasad Bismil, Rajen Lahiri and Roshan Singh. Asfaqulla's last words to his relatives who met him, were pronounced in great philosophy. He consoled his family saying that he felt great glee to follow the footsteps of Khudiram and Kanailal of the Hindu community and perhaps he was the first Muhammadan to follow the footsteps of the martyrs of undying fame.

A great name, a Bharat Ratna, one of the greatest Gandhian nationalists, himself



Asfaqulla Khan

known as 'Frontier Gandhi', Khan Abdul Gaffur Khan was as tall a nationalist as some of the greatest nationalists. His organization popularly known as 'Khudai Khidmatgar' was a great force against the British rule in the area of the North-Western Frontier Province. Popularly known as Bacha Khan, he was socially and spiritually close to Mahatma Gandhi. Despite being offered the presidency of the Indian National Congress in 1931, he refused to accept but remained a member of the Congress Working Committee for a long time. In the newly formed state of Pakistan, he was not only arrested and but also sent to exile. He opposed the plan of partition and sided with the Indian National Congress.

While we mention the freedom fighters hailing from the Muslim community, we need to unfold the names of the poets of the same community who through their verses inspired nationalism. One of the paramount names in this regard is the 'Rebel-Poet' of Bengal, Kazi Nazrul Islam. His works like 'Bidhrohi' is a testament of his political activism, as a nationalist. In fact, when he was in prison he even went for a hunger strike which was later withdrawn on Tagore's intervention. His 'Dhumketu' was considered as a mark of sedition against the British government. Nazrul's compositions were untiring sources of courage and sacrifice for hundreds of youths who were not even afraid to go to the gallows.

Time has sincerely come to realise that there is no logic in political divide. There were lot of Muslims who supported the nationalist movement either actively or passively. Badruddin Tyabji became the first Muslim President of the Indian National Congress and along with K. T. Telang and Feroz Shah Mehta formed the famous 'Bombay Triumvir'. Representations came from the Muslim community in the form of Dr. Zakir Hussain and Fakruddin Ali Ahmed, both of whom went on to become Presidents of Independent India; both were previously freedom fighters. Netaji Subhas Chandra Bose combined a wonderful harmony in his

I.N.A. soldiers. Various religious communities remained as a part of it. Many of Netaji's close comrades like Captain Shahnawaz Khan, Habibur Rehman, Abid Hassan came from the Muslim community. Many of us don't even know that the term 'Jai Hind' which has become our national salute was originally conceived by Abid Hassan for the I.N.A.

With a multifarious contributory participation, the Muslim community of India were strong contenders of freedom. It would be unjust not to unravel the truth. In Chittagong area of undivided Bengal, the Muslim peasants had a huge support



Kazi Nazrul Islam


for the revolutionaries. Talking about the revolutionaries of the Chittagong area, Kalpana Dutta once said- 'They have lost many things in life but what they still retain as cherished treasure is simple undaunted love of the Muslim peasants. This information is often found missing in the history text books. Similarly, the formation of the 'Azad Hind Government' in Afghanistan in 1916 with the support of Germany & Turkey and Raja Mahendra Pratap as its President with Prof. Barkatullah as the first Prime Minister is largely unknown.

With all the information, analysis, criticism, one can easily infer the critical role of the Muslims in our national movement. Moreover, we should not mingle this fact with the partition. Separatist psychology was not the governing force in our independence movement. The British created the 'Divide and Rule Policy' to suits their evil agenda. The fight for Independence was inclusive and no account of it would be complete without acknowledging the contribution of the then Indian Muslims.



# MADANMOHAN MANDIR

## of Serampore

 WHEELER Kinjal Bose

**L**ocated at about 18 kilometres from Howrah, Serampore is a sub-divisional town of Hooghly district of West Bengal. In 1757, when Serampore was a Danish colony, the Danes had named the town as 'Fredericknagar', after King Frederick V of Denmark. Serampore has a rich history and is home to many heritage structures scattered throughout the town.

There are a number of ancient temples in Serampore of which Madanmohan Temple of Chowdhurypara deserves a special mention. The temple is situated about two kilometres from Serampore Railway Station. It is a huge structure of aatchala (eight roofed) type of Bengal's temple

architecture. The south facing temple is more than fifty feet tall and is placed on a high pedestal. Like other aatchala temples, it has a triple arched entrance. A flight of stairs will lead you to the temple.

The temple was built in the middle of the nineteenth century by the Vaisnavs of the south belonging to the Ramanuja sect. They also built an akhara there. Later with the closing of the akhara, a hospital named Walsh Hospital came up in that place in 1836. The idol of Madanmohan was shifted to some other place. The Danish government allotted a sum of one hundred twenty rupees annually for the maintenance of the deities which also included worship. Later with the







arrival of the British, this system of annual grant was stopped. Instead a sum of ten thousand rupees was allotted as a one-time grant. The present temple was built with this money.


Apart from the main entrance, there is another entrance to the left to enter the sanctum. The idol is placed on a wooden throne. Besides daily worship, special puja is performed during the days of Jhulan, Janmastami, Rashyatra and Dolyatra.

Next time, when you are in Serampore, make it a point to visit the Madanmohan Mandir.





# History of Electric Vehicles in India

 Promit Hazra

**A**s Tesla expands its presence in India by opening its second showroom in Delhi's Aerocity on August 11, 2025, following the launch of its inaugural store in Mumbai last month, it's an opportune moment to reflect on India's electric vehicle (EV) journey from humble experiments to a dynamic market shaped by home grown innovation and global influence.

The story began in 1993 with the Lovebird, developed by Eddy Current Controls Ltd. of Chalakudy, Kerala (founded by Jose M.D. in 1971). Unveiled at the 1993 Auto Expo in New Delhi, this two-seater featured a high-tensile steel chassis, fiberglass-reinforced body,



DC motor with lead-acid batteries, a 60 km range, top speed of 45–50 kmph, and a four-speed transmission with reverse. Despite winning several awards and INR 2–3 lakh price tag, the withdrawal of subsidies, and limited consumer readiness meant only 25 units were sold.

In 1994, Chetan Maini part of Bengaluru's Maini Group partnering with California's AEV founded Reva Electric Car Company. The REVA, launched in 2001, became India's first mass-produced EV, a compact four-seater with a 10 kW motor, 3.5 kWh lead-acid battery, 80 km range on a single charge,

with a top speed of 80 kmph, regenerative braking, and a price around INR 2.5–3 lakh. Its six-hour charging limited appeal at home, but it earned fame abroad as the G-Wiz in the UK.

By the 2010s, India's EV movement accelerated through consolidation and supportive policy. In 2010, Mahindra & Mahindra acquired REVA, rebranding it as Mahindra Electric Mobility and investing heavily in R&D. The Mahindra e2o arrived in 2013—a compact two-seater with 25.5 bhp, 53 Nm torque, and 120 km range—followed by the e2o Plus hatchback offering up to 140 km per charge, 91 Nm torque, and city-friendly 170 mm ground clearance. The eVerito sedan, with a 41 bhp motor, 110 km range, and 1.5-hour fast charging, catered to fleets, while the Treo three-wheeler (8 kW motor, 7.4 kWh battery, 139 km range, 3 hours 50 minutes charging) became integral to last-mile transport. These advances coincided with initiatives like the National Electric Mobility Mission Plan laying the industrial and market groundwork for future growth. Mahindra also acquired famed coachbuilder Pininfarina in 2015 with which they launched the Battista in 2019 which was



an all-electric supercar but it wasn't available in India.

The 2020s ushered in a surge of mainstream EV adoption driven by both domestic and international brands. Tata's Nexon EV led the charge, with a 46.08 kWh battery, 142 bhp, 215 Nm torque, up to



489 km ARAI-certified range, and DC fast charging from 10–100% in just 40 minutes, becoming India's best-selling electric SUV.

Hyundai's Kona EV added premium appeal with a 39.2 kWh battery, 452 km range, 134 bhp, 395 Nm torque, and a 57-minute charge to 80%. MG offered the 461 km-range ZS EV and the budget Comet EV, while Kia made a global performance statement with the EV6—84 kWh battery, 321 bhp, 605 Nm torque, 663 km ARAI range, and sub-5-second 0–100 kmph acceleration.

Mahindra transitioned strategically toward SUVs, evolving the XUV300 into the XUV400 EV (nearly 400 km range) and unveiling the advanced INGLO-platform XEV 6 and XEV 9e, promising up to 600 km range and ultra-fast charging.

BYD entered aggressively with the Atto 3 and Seal—both surpassing 500 km range—while MG prepared flagship EVs like the Cyberster roadster (580 km range) and the



more accessible Windsor sedan.

In 2025 and beyond, India's EV transformation is entering a defining phase. Tata launched the Harrier EV mid-2025 on the Acti.ev Plus platform, with dual-motor AWD producing 504 Nm torque, an estimated 500 km range, ADAS, panoramic sunroof, and a 12.3-inch infotainment system, starting at INR 21.49 lakh. Due in April 2026, the Tata Safari EV will electrify the brand's flagship seven-seater, offering single-motor FWD and dual-motor AWD variants, advanced safety and connected tech like a 360-degree camera, up to 500 km range, and pricing around INR 32 lakh.

Mahindra is preparing to roll out the BE 6 and XEV 9e with sub-6-second 0–100 kmph performance, global-ready build quality, and export plans. BYD's Dolphin aims to democratize EV ownership with affordability, while MG continues to widen its portfolio



across premium and mass segments. Meanwhile, Tesla's growing footprint now in Mumbai and Delhi's Aerocity adds both aspirational appeal and global credibility to India's EV market, drawing attention from consumers and investors alike.

From the pioneering Lovebird to REVA's early breakthroughs, Mahindra's scale-up, Tata's market leadership, and the disruptive entries from global players, India's electric mobility story is one of resilience, innovation, and evolving ambition. With rapid advances in battery density, expanding nationwide charging infrastructure, and growing model diversity across every price band and segment, 2025 and the years ahead promise an even faster transition to electric transportation. This shift is not only about cleaner air and reduced oil dependence, but also about forging a globally competitive EV industry that generates jobs, attracts investment, and positions India as a leader in the worldwide transition to sustainable mobility. The road from here is electric—and India is driving it at full charge.



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# Mahalaya

## *Day Drive Tour*

**Destination: Lalit Lodge, Sankrail, Howrah**

**Date: Sunday, September 21, 2025**

For more information call

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## Wheels Independence Day Drive Tour A Memorable Journey to **PANCHALINGESWAR**



Wheeler Sarbajit Mookerjee

**W**hen it comes to blending the thrill of long drives with camaraderie and discovery, few groups do it better than Wheelers – the life members of Kolkata on Wheels. This year, the much-anticipated Independence Day Drive, organized by Team WHEELS, took the convoy of cars to the serene and picturesque Panchalingeswar in Odisha, turning the Independence Day







adventure — the Khumkut Dam, to catch the sunset. The route proved challenging, but the effort was well rewarded by the breathtaking view of the sun dipping behind the waters.

Back at the resort, the evening witnessed a vibrant fellowship filled with laughter, adda, steaming cups of tea, drinks, and snacks, followed by a delicious dinner that wrapped up the day on a warm, convivial note.

The following morning, 16th August, began early for a few Wheelers who visited the Panchaliseswar Temple with their families to offer prayers at the famed Shiva shrine. A filling breakfast later, the group embarked on a day-long sightseeing tour.

Their first stop was Kalo Dam (Black Dam), where the expansive blue skies mirrored in the calm waters created a mesmerising sight. Next came the enchanting Blue Lake, with its island in the middle and postcard-perfect scenery. A picnic-style lunch, thoughtfully packed and delivered by the hotel, added to the joy of being amidst nature.

From nature to culture, the group then visited the majestic Emami Jagannath Temple, a modern marvel modelled on

weekend into an unforgettable motoring experience.

The journey began on 15th August, with participants assembling at the Global Skoda's AJC Bose Road showroom sharp at 7 AM. After the completion of the registration process, Wheeler Debopam Bondhyopadhyay briefed the participants about the route plan. Adding an element of motoring thrill to the event, Global Skoda provided the entire range of test drive cars comprising of the Kylaq, Kushaq, Slavia and Kodiaq, which several Wheelers eagerly took for a spin up till Uluberia.

The first pit stop was the popular Azad Hind Dhaba in Uluberia, where the group was treated to a hearty breakfast. The aloo parathas in particular became a talking point, finding a way to everyone's heart through their stomachs. Refreshed and rejuvenated, the Wheelers resumed their drive and reached Panchalingeswar around lunch time.

At the comfortable K.R. Resort, members and their families checked into their designated rooms before tucking into a sumptuous Odia meal for lunch. Post-lunch, the group set out for their first sightseeing





the chariot design of the Puri Temple. The spiritual journey continued with a stop at the Khirachora Gopinath Temple, which, being Janmashtami was abuzz with devotees celebrating Lord Krishna in his playful child form.

The Wheelers' exploration also took them to Nilagiri, where they visited the Nilagiri Rajbati, the royal palace still home to the descendants of the erstwhile rulers, and the adjacent Nilagiri Sri Jagannath Temple. Returning to the resort, the evening fellowship turned into a cultural showcase as Wheelers' family members put up special performances. The children, in particular, stole the limelight with their spirited displays of talent. Dinner and camaraderie carried the cheerful mood late into the evening.

On the final day, 17th August, some members revisited the Panchalingeswar Temple, ensuring no one missed out on its charm. The highlight of the breakfast was once again those irresistible aloo parathas which fuelled the group for the homeward journey. The convoy halted for lunch at Rajpath Family Restaurant and Hotel in Jaleswar, where excellent thalis were served. After a last tea break en route, the Wheelers finally dispersed towards Kolkata.

For many participants, especially first-timers, this Independence Day Drive Tour was much more than just a road trip — it was a celebration of friendship, freedom, and the



love for driving. With scenic landscapes, cultural experiences, and warm fellowship woven into three days of travel, the Panchalingeswar tour will be remembered as one of the most rewarding Wheelers' events in recent times.

As engines cooled and the convoy dispersed, one sentiment was unanimous — everyone is already looking forward to the next drive with Kolkata on Wheels.





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# 13th Annual Meet

Date: Sunday, September 14, 2025

Time: 11:00 AM to 3:00 PM

Venue: Hotel DeSovrani, Saltlake

- Open to WHEELERS, family and guests only
- Mandatory Dress Code for WHEELERS: WHEELERS Black T-Shirt

TO REGISTER



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