

KOLKATA ON

WHEELS

AUTOVENTURING GUIDE AROUND THE CITY

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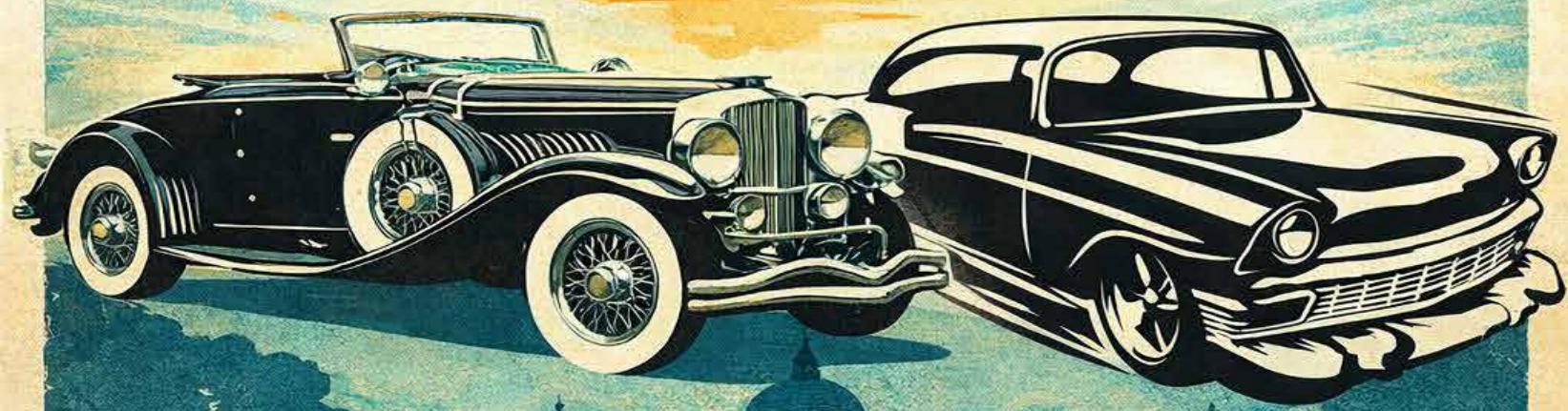


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EDITORIAL

100 years after the birth of the first Bentley 'Super Sports', the nameplate returns to Bentley for only the fourth Supersports model in history. The new Bentley Supersports is the most driver-focused Continental GT ever, with rear-wheel drive, a two-seat cabin and a gross weight below two tonnes. A non-hybrid, pure internal combustion powertrain has a new 666 PS (657 bhp), 800 Nm twin-turbo 4.0-litre V8 at its heart, with power fed through an eight-speed double clutch gearbox to the rear wheels only. Turn to this edition's 'Luxury Cars' column to know more.

Audi provided a preview of the company's presence in the pinnacle of motorsport at its Brand Experience Center in Munich. Just like in future production models, Audi will bring uncompromising clarity to the racetrack and beyond. Read this edition's 'Formula 1' column for more.

Winter evenings in Kolkata have a charm of their own, and on Saturday, December 20, 2025, Kolkata on Wheels captured that essence beautifully with its much-anticipated City by the Night: Winter Edition. Blending motoring enthusiasm with heritage exploration and festive warmth, the event brought together around 80 members of the Wheelers fraternity along with their family members for an evening that was as engaging as it was memorable. More on that in this edition's 'Event' column.

Happy reading!



Joydip Sur
Editor



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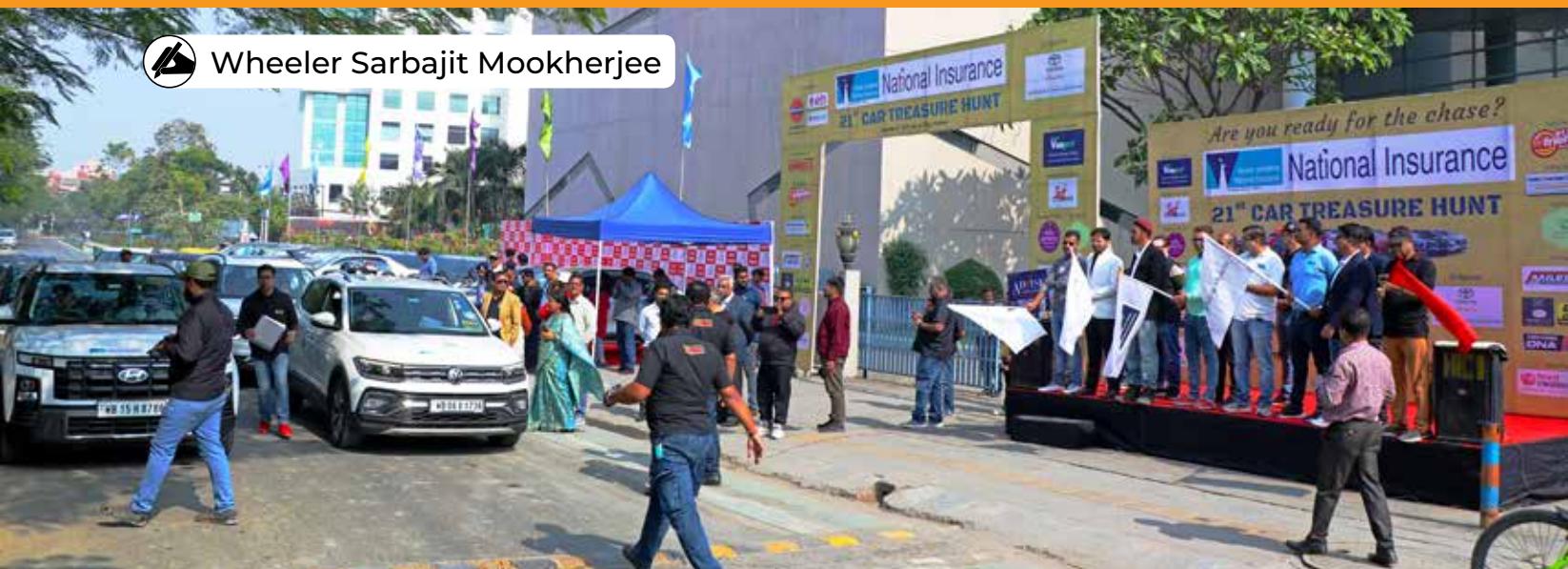
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Wheeler Sarbjit Mookherjee



Eastern India's largest motoring magazine Kolkata on Wheels successfully hosted the 21st edition of its flagship event, the Wheels Car Treasure Hunt, on Sunday, December 7, 2025. Over the years, the Hunt has evolved into one of the most eagerly awaited events on the city's automotive calendar, blending

driving enthusiasm, intellectual challenge, and family-friendly entertainment into a uniquely engaging experience.

This year, National Insurance Company was the Title Sponsor of the event, with Indian Oil Corporation Limited and Saini Toyota coming on board as Co-Sponsors, and Lupin VimPro supporting the event as



Participants attend the inauguration ceremony at Nazrul Tirtha



Co-Sponsor Saini Toyota display their cars at Nazrul Tirtha

TREASURE HUNT



Dignitaries flagging off the cars



Participants putting sponsor stickers on their cars



Registration in progress

the Associate Sponsor. The action began early at Nazrul Tirtha where participants started assembling from 7 am. Following registration, competitors adorned their cars with official event stickers, transforming everyday vehicles into eye-catching machines ready for the day's adventure. Meanwhile, members of the organizing core committee, popularly known as Team Wheels, interacted with various media partners, including radio partner 91.9 Friends FM, Statesman and Ei Samay.

A hearty breakfast courtesy of Mio Amore set the tone for the day before participants moved into the main auditorium for the inauguration ceremony and competitors briefing, supported by our Entertainment Partner SVF Cinemas. The ceremony featured a brief felicitation of sponsors and distinguished guests, including actor Badsha Moitra, veteran journalist and award-winning documentary filmmaker Abhijit Dasgupta, RJ Jimmy Tangree from 91.9 Friends FM, and Reeti Saha representing Phulki, the event's social service partner. The detailed event briefing was then delivered by Team Wheels member Debopam Banerjee, who outlined the rules and structure of the hunt.

At 10:15 am, excitement peaked as the flag-off commenced outside the venue



KOLKATA ON WHEELS | December 2025

Car line up outside Nazrul Tirtha before the flag off ceremony



1st Prize - Ayan Lahiri and his team



2nd Prize - Soham Dutta and his team

with RJ Jimmy Tangree raising the tempo with his mesmerizing voice. A total of 110 participating cars were flagged off in batches of eight, officially setting the hunt in motion. Participants then set out to crack clues based on this year's thoughtfully curated theme—educational institutions associated with Bengal's renowned sports personalities.

After solving five clues, teams reached the fifth location, where the challenge took an interesting turn. Participants were given three tulips, or route maps, introducing them to the basics of Time-Speed-Distance (TSD) rallying in an amateur yet engaging format. Once the hunt concluded, competitors returned to enjoy a sumptuous lunch featuring Elahi Luxury Dining's signature biryani.

As Team Wheels carried out meticulous tabulation to determine winners across categories, the waiting audience was treated to live musical performances by Wheeler family members Piyush Singh and Debanjan Mukherjee. The day concluded with Kolkata on Wheels Editor Mr. Joydip Sur announcing the winners, followed by prize distribution by sponsors and guests.



3rd Prize - Arjuni Nag and his team



4th Prize - Abhyudoy Bhattacharya and his team



5th Prize - Dilip Sarkar and his team

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Audi Unveils Design For FORMULA 1



Joydip Sur

Audi provided a preview of the company's presence in the pinnacle of motorsport at its Brand Experience Center in Munich. Just like in future production models, Audi will bring uncompromising clarity to the racetrack and beyond.

"By entering the pinnacle of motorsport, Audi is making a clear, ambitious statement," says Audi CEO Gernot Döllner. "It is the next chapter in the company's renewal. Formula 1 will be a catalyst for the change towards a leaner, faster and more innovative Audi." According to Döllner, Audi is entering the racing series with an ambitious yet realistic roadmap: "We are not entering Formula 1 just to be there. We want to win. At the same time, we know that you don't become a top team in Formula 1 overnight. It takes

time, perseverance and tireless questioning of the status quo. By 2030, we want to fight for the World Championship title."

THE FORMULA 1 TEAM WILL SPEARHEAD AUDI'S NEW BRAND IDENTITY

The Audi R26 Concept is a clear statement and provides a preview of the colour scheme and design of the brand's first Formula 1 race car, which will be unveiled in January. This visual identity is based on the recently introduced design philosophy and its four design principles: clear, technical, intelligent and emotional. "We are implementing a unifying design language that draws together every aspect of our organization," says Audi Chief Creative Officer Massimo Frascella. "This





makes the Formula 1 project a pioneer for the new brand identity, which will be rolled out in the future both for the F1 team and Audi as a whole."

The R26 Concept is one of the first expressions of the brand's new visual identity. Minimalist graphic surfaces, defined by precise geometric cuts, integrate seamlessly with the racing car's geometry. The colour palette features titanium, carbon black and the newly introduced Audi red. As part of this identity, Audi will also sport red rings, used selectively to underscore its Formula 1 presence.

F1 AS A GLOBAL STAGE TO DEMONSTRATE "VORSPRUNG DURCH TECHNIK"

The Formula 1 project is a strategic flagship for Audi, reflecting the technological, cultural and entrepreneurial reinvention of the brand. It is intended to inspire customers and employees alike. Development and racing take place within an economically attractive framework: a cost cap applicable to all teams ensures a clearly defined budget and conditions, while the global reach of Formula 1 offers strong brand exposure and sponsorship opportunities.

Formula 1 has been a globally established sports platform for decades and, with more than 820 million fans, is the world's most popular sports series. In 2024, around 1.6 billion TV viewers watched the races. The financial valuations of Formula 1 teams are in the billions. The future Audi F1 team already has three global corporations as partners – adidas, bp and future title partner Revolut – and there is great interest in supporting Audi in Formula 1.

To enter Formula 1, Audi acquired the Sauber Group in Switzerland in its entirety at the beginning of this year, thereby creating the conditions to bring Qatar's sovereign wealth fund on board as an investor. At the helm of the Audi F1 Project are two experienced Formula 1 managers, former Ferrari Team Principal Mattia Binotto and Jonathan Wheatley (formerly Red Bull), who report directly to Audi CEO Gernot Döllner. In terms of drivers, the company is relying on a combination of experience and youthful energy with seasoned racing driver Nico Hülkenberg (Germany) and young talent Gabriel Bortoleto (Brazil).

"Formula 1 is more than just motorsport," says Jürgen Rittersberger, CFO of AUDI AG.



"Its entertainment, emotion, technology – and also a challenge. But it is precisely this combination that takes us where we want to go: inspiring new customer groups for Audi. With the enormous reach of Formula 1, we have the opportunity to attract new customers for our brand – especially in the younger target group, where Formula 1 is experiencing rapid growth. Thanks to the cost cap, Formula 1 is also more financially sustainable than ever before. When we look at the development of sponsorship opportunities, team evaluations, and the overall revenue potential in Formula 1, one thing becomes clear: This path makes perfect sense for Audi – also economically."

FROM MOTORSPORT HERITAGE TO FORMULA 1 NEWCOMER

Motorsport is part of the Audi DNA and has always been a driving force for technological progress and innovation. From the first mid-engine Grand Prix car to quattro all-wheel drive in rallying, to diesel, hybrid and electric powertrains at Le Mans, in Formula E and at the Dakar Rally, Audi has led every motorsport project to success with determination, courage, perseverance

and team spirit, always pioneering new ground. The Formula 1 involvement of Audi is intended to build on this.

The pinnacle of motorsport is considered the toughest test laboratory in the world. The short development cycles, minimal chain of command and quick decisions are intended to serve as a model for the entire company. At the same time, Audi is close to the latest technological developments and materials. Thanks to open competition, Formula 1 serves as a technology driver for both electric mobility and sustainable e-fuels – both topics that are also highly relevant for production models. In these two areas, the regulations offer great freedom and scope for innovation.

Far-reaching changes to the technical regulations of Formula 1 from 2026 onwards present an ideal opportunity for Audi, as a newcomer, to enter the pinnacle of motorsport. All competitors will have to familiarize themselves with new regulations and technologies at the same time, both in terms of the chassis and the drivetrain.

MILESTONES AND THE JOURNEY TOWARD FORMULA 1

Since spring 2022, Audi has been developing

the power unit for Formula 1 in Neuburg an der Donau – the only operational location of an F1 team in Germany. It consists of a V6 internal combustion engine (ICE) with a displacement of 1.6 litres and turbocharging, an energy recovery system (ERS) including energy storage (ES) and an electric motor generator unit (MGU-K), as well as an electronic control unit (CU-K). In addition to the power unit, the gearbox is also being developed in Neuburg. Together with the power unit, they form what is known as the powertrain. The new technical regulations for F1 powertrains focus on greater road-car relevance with a new hybrid concept.

The output of the electric motor has been tripled and will in future be on a comparable level with the combustion engine, which will be powered by sustainable fuels from 2026. Audi has been working exclusively with the British company bp on this since 2022.

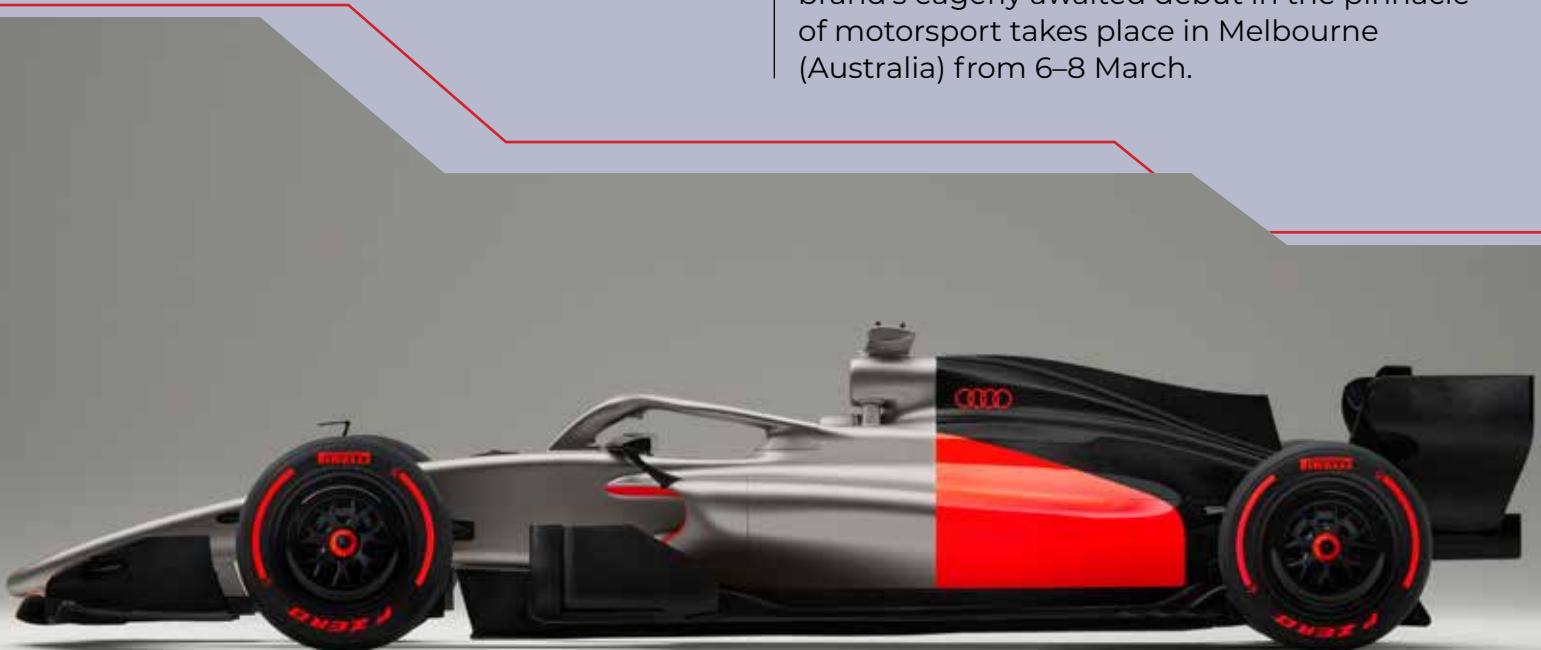
Concept development for the F1 powertrain 'made in Germany' began in 2022. Just two years later, the complete powertrain ran dynamically as a unit for the first time in a race simulation on the test bench. Virtual simulations and digital development tools are particularly important here, as regulations mean that it will not be possible to test the new powertrains on a racetrack until early 2026. As with product development

at Audi, dynamic driving simulators, digital tools and methods play a significant role in the development process. The first power units for use on the racetrack have now been completed and will be shipped from Neuburg an der Donau to their respective locations starting in December.

The team develops and builds the race cars at the F1 Factory in Hinwil. The Swiss location is also responsible for planning and executing race operations. In addition, a technology office has been in operation in Bicester in the UK since summer 2025. The presence in the so-called 'Motorsport Valley' gives the team access to additional F1 expertise. There is intensive technical cooperation between the locations to fully exploit the advantages and opportunities of a factory team through the seamless integration of power unit and chassis.

FIRST RACE IN FORMULA 1

The future Audi F1 team will make its full public debut at the official team launch in January 2026. Shortly thereafter, the first official test drives with the new-generation Formula 1 cars will take place at the end of January at Barcelona, Spain – still behind closed doors. During further tests in Bahrain (11–13 February and 18–20 February), the Audi factory team will test in Formula 1 in front of the public for the first time, before the brand's eagerly awaited debut in the pinnacle of motorsport takes place in Melbourne (Australia) from 6–8 March.





Calcutta Club 'Royal Vintage Car Show And Drive'



Joydip Sur

The word 'Heritage' is synonymous with 'Calcutta Club'. The iconic social institution recently organised the World Heritage Week which shone spotlight on the history, tradition and culture of Calcutta. There were a series of specially curated events which were held during the end of November which transported everyone to the bygone era and filled their hearts with nostalgia.



World Heritage Week is the brainchild of the Calcutta Club President Ms. Kasturi Raha. Under the able guidance of the Chairman Heritage and Wine & Cigar Mr. Debashri Sadhan Billy Bose and with the enthusiastic support from the Calcutta Club Committee and active participation of the members, the World Heritage Week turned out to be a grand success – an event which the members and guests will remember for many years to come.

On Sunday, November 23, the Calcutta Club held the Royal Vintage Car Show and Drive where the Club members and guests displayed their heritage cars on red carpet. Debashri Sadhan Billy Bose's 1929 Auburn and 1930 Rolls-Royce 20/25, 1928 Studebaker President State Limousine, 1951 Mercury 8 Sports Sedan and 1967 Mercedes-Benz 230S owned by Pallab Roy, Raja Mookerjee's 1947 Buick Super and 1938 Rolls-Royce, 1948 Bentley owned by Azam Monem, Partha Banik's 1950 Triumph Mayflower and 1931

Ford A, Saurja Pratim Mitra's 1937 Ford 7W10 and 1946 Wolseley owned by Rajib S Beed are just some of the beautiful cars that participated in the event.

The event opened with a fantastic performance by the Police Band who especially played the National Anthem. This was followed by the Flag Off by the Club President Ms. Kasturi Raha. A short drive around the city of joy took the participants past some iconic and heritage locations of Kolkata like the St. Paul's Cathedral, Birla Planetarium, Park Street, Mayo Roda, Akash Bani Bhavan, Calcutta High Court, Netaji Indoor Stadium, Red Road and Fort William before returning to the Calcutta Club.

Post the drive there was a fellowship in the lawn followed by a sumptuous lunch. Calcutta Club also paid homage to its members and celebrated them for having been part of Preserving India's Heritage on Wheels namely Gautam Mukherjee, Rahul Indrojit Sircar, Golam Momen and Partha Sadhan Bose.

**Mr. Debashri Sadhan Billy Bose,
Committee Member, Chairman Heritage
and Wine & Cigar, Calcutta Club said:**

"Through the Royal Vintage Car Show and Drive, we have tried to bring back



the Heritage on Wheels. Bring back the wheels that rolled in regularly at our Club. It was an event where as many as 30 cars participated; members came in their traditional attires representing true Bonedi Bari. The Club also honoured four members whose passion for prevention & protection of heritage on wheels was second to none - Gautam Mukherjee, Rahul Indrojit Sircar, Golam Momen and Partha Sadhan Bose. The Royal Vintage Car Show and Drive was part of a celebration of the heritage, celebration of a bygone era; after all Calcutta Club is celebration since 1907."

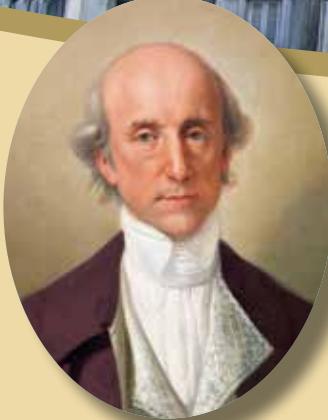
Photographs by Sourish Meryson



The Historical CHURCHES of Kolkata



Pradip Chopra



After Kolkata became the erstwhile capital of British India, St John's Church, on Council House Street was one of the earliest churches to be erected by the East India Company. The construction began in 1784 and ended by 1787. It was modelled on the St. Martin-in-the-Fields of London. The land of the Church was donated by Nabo Kishen Bahadur, the founder of Sovabazar Raj Family to East India Company and the foundation was laid by Warren Hastings (then Governor General of India).

The Church is also known as "Pathure Girja" (stone church) as it was built with a combination of brick and stone. It is a large structure built in the neoclassical architectural style. The large windows made of coloured glass and the designs add to the charm of this architectural marvel. The Church houses a representation of the Da Vinci's "The Last Supper" by German artist Johann Zoffany. The walls contain memorial



tablets, statues and plaques by British officers. The Church is also famous for Lady Charlotte Canning's decorated memorial on its northern corridor. St. John's Church has gained the status of a national monument and has been restored by the Archaeological Survey of India (ASI).

The Europeans had initially settled around BBD Bag and Lalbazar area which was close to first Fort William (where the GPO stands today). Near Burrabazar stands the Armenian Church of The Holy Nazareth (established 1707). To the east of Armenian Church and about half a kilometre away is the Cathedral of the Most Holy Rosary between Brabourne Road and Canning Street. According to the Armenian College and Philanthropic Academy (ACPA), Armenians already had settlement in Kolkata much before the arrival of Job Charnock and settlement by the British. The Armenian Church continues to be the oldest Church of Kolkata. It was established in 1707. It is also called the "Mother Church Of Indian Armenians." There are three Armenian churches in the city, the other two apart from the oldest structure "The Holy Nazareth" are – St. Mary's Church and church of St. Gregory the Illuminator.

The interior designed by Catchick Arakiel of the The Holy Nazareth structure is of marble,

the walls are filled with frescoes and paintings. The altar of the church consists of twelve candlesticks symbolizing the twelve apostles of Christ. One will find three famous paintings by artist AE Harris – “Holy Trinity”, “Last Supper” and “The Enshrouding of Our Lord”. As per the agreement between the East India Company and the Christian Armenian Community, churches had to be built throughout the country in areas with at least 40 residential Armenians and a provisional salary of 50 pounds for priests residing in those churches.

The Cathedral of the Most Holy Rosary aka the Portuguese Church, also locally known as the Murgihata Church was founded in 1799 and is the cathedral of the Roman Catholic Archdiocese of Calcutta. The interior contains beautiful sculptures including 14 Stations of the Cross (the Way of Sorrows - a series of images depicting Jesus Christ on the day of crucifixion). Below the church altar lie the remains of the first Archbishop of Calcutta.

To a plot adjacent to Writer's Building, the Englishmen had set up St. Anne's Church in 1716 which was demolished in 1756 during Siraj-ud-Daulah's raid of the British held Kolkata. In 1770, Swedish Missionary John Kiernader set up the Mission Church by

the side of Lal Dighi opposite Writer's Building. The church was earlier known as Lal Girja because of the brick finished exterior and Lal Dighi got its name from the church's reflection in the water.

The Greek Orthodox Church, located in Amratola Street was the first Greek Orthodox Church which was opened to the public in 1781 but the establishment was later moved to Kalighat in 1925. However, it looks more like a Greek temple with four columns and a portico. It is perhaps the youngest in the

St. Andrew's Church

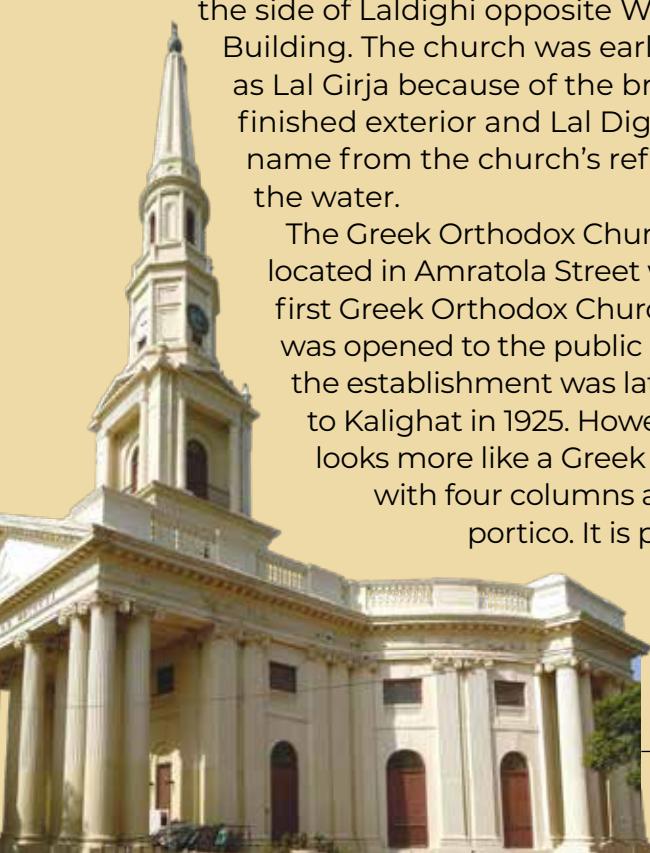


list of famous Kolkata churches. It is said that the first Greek Orthodox Church was first established in 1752 but it was later abandoned and a second one came up in Amratala area which was opened to public in 1781 but Kalighat later became the new location in 1924-25. Due to lack of members the Greek Orthodox Church had closed down in 1960's but Father Ignatios (Sennis) reopened the Greek Orthodox Church of Calcutta (Kolkata) in 1991.

St. Andrew's Church, established in 1818, has been designated as a heritage building by the Kolkata Municipal Corporation (KMC). Today, it is funded and supported by KMC, its heritage committee and INTACH (The Indian National Trust for Art and Cultural Heritage). The church still awaits major renovations. Many of the cast iron items like railings have been stolen and the beautiful gates faced a lorry crash after which a complete repair or replication of both the gates have been next to impossible. However, the basic railing structures of the gates have been restored.

Union Chapel was set up in Lenin Sarani (then called Durmtala Street/ Dharmatalla Street) in 1821. The chapel under Diocese of Kolkata started an “All White” Church but after World War II the Church had started accepting more and more Indian members, especially from 1950.

St. James Church was built on Nabotala Lane near Amherst Street. St. Stephen's Church came up in 1844 and Christ Church in Bidhan Sarani (Cornwallis Street) was established in 1839.



The Holy Trinity Church opened on Amherst Street in 1826. The Ven'ble Archdeacon Corrie, the Bishop of Madras, founded the Holy Trinity Church. It was the first Church in Bengal in which the sermons were read in Bengali. It was also known as "Corrie Church" until 1887 and the street to the south side of the estate was known as Corrie Church Lane until it was renamed as Dr. Kartik Bose Street. This church was also known as Long Saheb Ka Girja as the famous Rev. James Long was associated with this Chapel and St. Paul's College and School. There are two Baptismal Fonts for the children and elders. The church rooms have memorials erected to honour the contributions of distinguished devotees. The floor is made of marble stone and the roof of the Church which was damaged in 2003 has been refurnished.

Located in Middleton Row, St. Thomas Church was set up on Free School Street in 1831. It is a Roman Catholic, Latin Rite Church. Mother Teresa before her funeral was rested in state in this church for one week prior to her funeral, in September 1997.

Famous for its Gothic architecture and for being the seat of Diocese of Calcutta, St. Paul's Cathedral, the famous Anglican cathedral was established in 1847. Being the largest cathedral in Kolkata it was also the first cathedral built in overseas regions of the British Empire. The cathedral faced the massive earthquakes of 1897 and 1934 and was reconstructed to a new Indo-Gothic design. The cathedral complex has a library,

memorabilia displays and burials of Bishop Daniel Wilson and John Paxton Norman

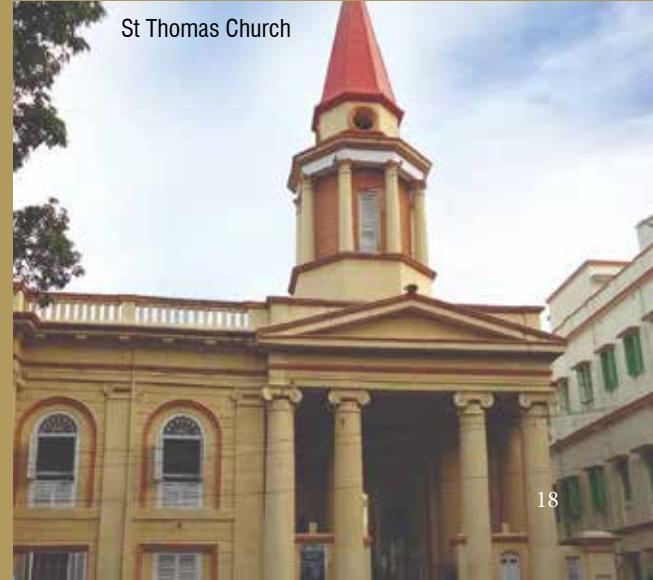
After several proposals from 1819 till 1832 and under Bishop Daniel Wilson, the project to build the cathedral was accepted. Queen Victoria had sent ten pieces of silver-gilt plates to mark the sanctification ceremony of the cathedral which was attended by many locals and Europeans. The Cathedral has stained glass windows, frescoes in Florentine Renaissance style. The nave of the Church has wooden pews and chairs. The tower on which the spire of the cathedral stands based on the design of Canterbury Cathedral of England. The roof has a shallow curve that arches over iron binds. Chunar stones, special light weight bricks and Chunam (lime plaster) were used in the construction. The cathedral is full of carvings depicting the life of St. Paul, the Annunciation, the Adoration of the Magi, and the Flight into Egypt, by Sir Arthur Blomfield. The cathedral's organ made by Joseph Willis and Sons of London is still used today. The cathedral is surrounded by a well maintained and lush garden.

The city is a treasure trove for heritage sites and whoever is out on a spree to explore the churches of Kolkata will never be disappointed. The churches of Kolkata reflect the city's rich history. Among the many attractions that Kolkata holds for the tourists from all around the world, the Churches are a testament of Kolkata's architectural glory as well.

Inside the St John's Church



St Thomas Church





SUPERSPORTS

The Most Driver-Focused Bentley Ever



Joydip Sur

100 years after the birth of the first Bentley 'Super Sports', the nameplate returns to Bentley for only the fourth Supersports model in history. The new Bentley Supersports is the most driver-focused Continental GT ever, with rear-wheel drive, a two-seat cabin and a gross weight below two tonnes. A non-hybrid, pure internal combustion powertrain has a new 666 PS (657 bhp), 800 Nm twin-turbo 4.0-litre V8 at its heart, with power fed through an eight-speed double clutch gearbox to the rear wheels only. Carbon ceramic brakes, new 22-inch lightweight forged wheels developed with Manthey Racing and an Akrapovič full-length titanium exhaust system are standard, while Pirelli Trofeo RS tyres are available.

The exterior represents the most purposeful Continental GT ever, with a series of form-following-function developments to maximise downforce and save weight. A new front bumper integrates the biggest front

splitter ever fitted to a Bentley road car, and feeds cooling air to the engine and front brakes. Carbon fibre dive planes, side sills, fender blades and a rear diffuser and fixed rear wing combine to generate more than 300 kg more downforce than a Continental GT Speed. The weight saving regime extends to the roof, which is now a carbon fibre panel to also lower centre of gravity whilst maintaining structural stiffness.

Inside, the two-seat cabin features new, highly bolstered sports seats, positioned lower in the car, with the rear cabin environment replaced with a carbon fibre and leather shell. Monotone, duo-tone and tri-tone interiors are available, with extensive use of leather, Dinamica and carbon fibre for a performance-focused space.

THE FIRST RWD CONTINENTAL GT

The powertrain of the new Supersports is non-hybrid and purely Internal Combustion

Engine (ICE). A new, strengthened 4.0-litre twin-turbo V8 is the heart of the car – with a stronger crankcase, uprated cylinder heads and larger turbos. The changes yield the highest power density of any Bentley engine – 666 PS / 657 bhp (166.5 PS per litre), with 800 Nm of torque. Coupled to the engine is the ZF eight-speed double clutch transmission used across the Bentley model range, but redeveloped for the Supersports with uprated clutches and a new shifting strategy. Gear shifts are now sharper and more responsive, while the downshift strategy during braking has been precisely calibrated to deliver optimal stability and driver confidence.

The engine breathes through a full-length titanium exhaust which is tuned to be significantly more characterful than any previous Bentley. Developed in conjunction with Bentley partners Akrapovič and unique to Supersports, the complete system amplifies and tunes the cross-plane V8 note to be extremely compelling – deep, powerful and completely authentic, with no artificial in-cabin enhancement.

The sprint to 62 mph / 100 kmph will be dispatched in 3.7 seconds, and top speed will be circa 192 mph / 310 kmph (official verified figures will follow in due course). More important than the headline figures though, will be how the Supersports behave dynamically.

For that, Bentley's chassis engineers have enjoyed the opportunity for a new

level of driver engagement, by making the new Supersports the first rear-wheel drive Continental – except for the Continental GT3 race cars – in history. Power is fed exclusively to the rear wheels through an eLSD, out to rear wheels that have an increased track of 16 mm over a Continental GT. The eLSD is assisted by torque vectoring by brake, with the systems working together to make turn-in as sharp as possible and to give maximum traction. Rear-wheel steering is retained for maximum agility and stability, while the calibrations for the steering, suspension, traction management and ESC systems are all-new.

ESC settings allow the driver to select how much independence or assistance they would prefer – from fully-on, through a Dynamic Mode that allows a level of slip and oversteer within reactive limits, to fully-off – where the driver has complete control of the rear axle, and can provoke the Supersports into significant but highly controllable oversteer.

THE LIGHTEST BENTLEY IN 85 YEARS – WITH THE MOST DOWNFORCE

The new Supersports is nearly half a tonne lighter than the Continental GT, and will weigh less than 2000 kg. The most significant weight saving comes from the powertrain, with a reduction commensurate with the conversion to ICE-only propulsion and rear-wheel drive. The roof – usually aluminium – has been replaced with a





carbon fibre panel, which saves weight and lowers the overall centre of gravity.

The rear cabin environment has been deleted, saving a significant amount of weight. Along with the seats and seatbelts, rear cabin sound insulation has been reduced, and the audio system has been reconfigured for the front cabin only. Additional weight savings come the deletion of certain driver assistance systems, not required on a driver-focused GT.

A SPORTING CABIN

The interior of the new Supersports is as purposeful as the rest of the car, inspired by the energy and precision of motorsport. Two-seat only, it completes the focus on driver engagement that is the singular mission statement of the car. Every detail is engineering to elevate the driving experience, redefining performance-focused luxury.

New lightweight sports seats are provided for the driver and one passenger, with increased lateral bolstering, a lower position in the car and carbon elements across the shoulder area. The seats feature 11-way electric adjustment and retain seat heating. The rear cabin is replaced by a lightweight and precision engineering carbon fibre tub that wraps around the space. Finished with a leather wraparound design, the tub integrates into the rest of the cabin

and delivers a cleaner, more purposeful interior layout.

Lightweight and high gloss carbon fibre veneers to the waist rails and fascia panels are standard, joined by a blend of leather and Dinamica, with the latter technical material to the centres of the seat backs and seat cushions, the centre panels of the doors and the headlining. Supersports embroidery and badging completes the cabin, together with an individually numbered badge to the centre console.

Bentley's Chairman and CEO, Dr Frank-Steffen Walliser, comments: “The new Supersports is more than just the most driver-focused Bentley yet. It signifies a return to Bentley making more extreme cars – ones that combine extraordinary breadth of ability with true driver engagement, while remaining pieces of automotive artwork unique and bespoke to each customer.

Bentley has always thrived when revealing a more daring side and the new Supersports is a statement of our intent while celebrating 100 years of the name. This is the first project developed from start-to-finish since I joined Bentley Motors, and I’m proud of our team and the speed at which we’ve created a car so different to the GT on which it’s based.”

A CHRONICLE OF SHRINES AND SCORCHING STUPIDITY



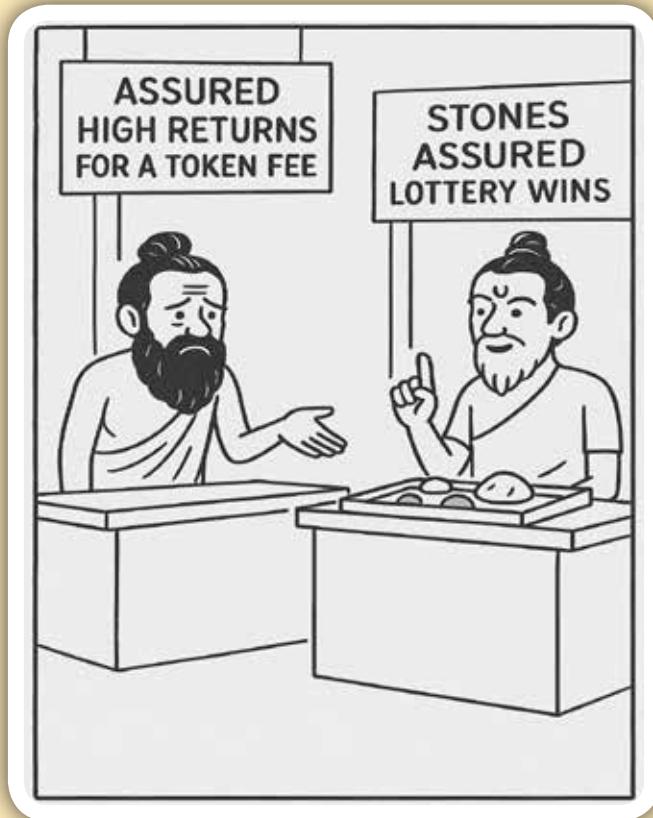
Abhijit Dasgupta

The Earth has muted all other notifications. Bengal alone is on permanent blast mode.

Not because Bengal is fascinating...no, no. That would have been dignified.

Bengal is on blast mode because it has become irritatingly devotional, the kind that makes even God reach for noise-cancelling headphones.

The number of religious structures today, brick, mortar, marble, neon, LED, flex banner, Bluetooth-enabled, app-supported, and mentally pre-installed via WhatsApp forwards—has crossed all geological safety limits. What was once faith has now become real estate with a halo, commerce with incense, and spirituality on EMI.



Bengal has survived cyclones, famines, revolutions, Left turns, Right turns, U-turns, and leaders who changed ideology faster than underwear. But never never has it witnessed an eruption like this. The election super special!

The great volcanic burst of the commercially sacred.

Gods are now launched the way startups are.

Soft opening. Grand opening. Influencer visit. Media coverage. Special discount on miracles till Sunday.

Every lane has a shrine. Every crossing has a loud-speaker. Every uncle has a theory. And every theory has a forward, verified by nobody, believed by everybody.

My phone, tragically has limited memory.

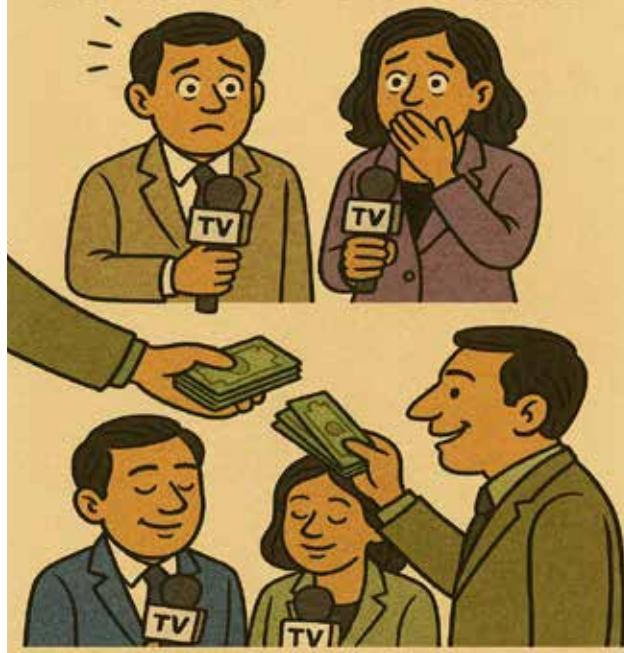
So every day I am forced to delete hundreds of photographs of hundreds of Gods, smiling Gods, angry Gods, laminated Gods, golden Gods, Gods with QR codes.

This daily act of digital blasphemy may land me in jail - possibly a high-security spiritual correction facility, where inmates are forced to hear non-stop kirtans, debates on "true faith," and panel discussions where nobody listens but everyone shouts.

And if that happens, let the record show... I didn't delete God. God exceeded my storage limit.

And now the Earth seems furious. It's sprouting venom, sometimes literally, through cracks in the ground caused by unplanned construction, and sometimes metaphorically, through cracks in society caused by unplanned brainwashing. Yet nobody asks why.

AFRAID TO ASK



PAID NOT TO ASK

Why this sudden tectonic shift in spirituality?

Why this rapid construction of shrines, temples, clubs-with-gods, gods-with-clubs, and political processions disguised as pilgrimages? The answer is simple. Because everyone is afraid to ask. Or worse, they're too entertained in kind to ask.

Bengal historically has been a land of philosophers and fighters, Sri Chaitanya dancing at midnight, Ramakrishna debating renunciation, Vivekananda electrifying the world with logic, and Subhas Bose stunning it with action. Religion here used to be a conversation, not a publicity project.

In 1901, Bengal had roughly one religious structure per 4,000 people.

By 1951, post-Partition, it became one per 2,500 people, still manageable.

Today, unofficial surveys estimate one religious structure per 350 people, if you include the roadside shrines that appear overnight like mushrooms after rain, often complete with a ₹10 donation box and a speaker that plays recorded bhajans at 4.30 AM sharp.



It takes Bengal about 30 hours to build a new temple or lay the foundation stone with a mass befitting God's visit... particularly when an election is nearing. Urban planners cry, "This wasn't on the map!" But the shrine-builders reply, "Maps change. God is constant." And the government?



They take the safe position.

"Let the matter be examined by a committee," which is code for "We hope people forget."

Once upon a time, the media reported facts.

Now it reports factions, often with enthusiasm resembling a cricket commentator during a Super Over.

Is the media acting as a catalyst for this eruption in religious symbolism?

Well, consider this carefully... A communal incident gets 10x more prime-time coverage than an economic report.

A religious leader misquoted on social

media reaches 2 million people in 6 hours.

A debate on policy reaches 12 people, mostly policy students who had nothing better to do.

The media has discovered that conflict sells better than calm, and fear sells better than facts.

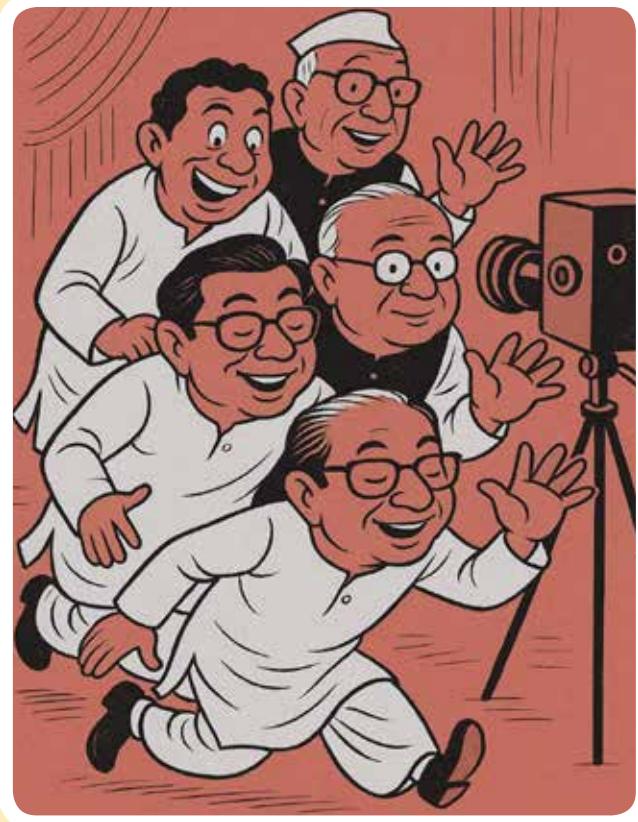
So, if society is a boiling pot, the media has become the spoon that stirs just enough, not to cook the soup, but to make sure it spills.

They have two possible motives...

To pamper the political patrons who feed them advertisements, influence, and access.

To enjoy the chaos, because chaos brings TRPs, and TRPs bring money, and money is the only deity that has never gone out of trend.

And then there is the race. Not a race to educate, build hospitals, or create jobs but a race to be seen.



A race to erect taller structures, louder speakers, broader stages, brighter lights, bigger cut-outs... and statues!

Statues of global sporting icons now appear less like celebrations of athletic

excellence and more like commissioned portraits. The footballer is no longer caught mid-sprint, mid-volley, or mid-defiance of gravity. Instead, he stands immobile, wrapped in a monumental abdomen guard of questionable anatomical ambition, clutching a trophy not in triumph, but in presentation.



It is unclear whether the figure has won the cup or is about to invoice for it.

This is not sport frozen in bronze. This is procurement immortalized.

The exaggerated midsection bulges with such confidence that it appears to have trained harder than the legs. One suspects it symbolizes prosperity or patronage, of those who never ran but always sponsored to be seen.

Thus, the modern statue achieves a rare feat - it manages to honour the athlete while glorifying neither effort nor struggle, only delivery. The footballer has not conquered the game... he has helped complete a transaction.

Victory, it seems, is no longer something

you earn on the field.

It is something you commission, approve, and unveil with a garland.

When leaders compete over who was seen where, with whom, and under which spotlight, they unknowingly expose the emptiness they are trying so desperately to hide.



Mass calamities caused not by angry frustrated mass, but by leaders tripping over each other to outshine rivals. Floods where relief turns into a photo-op marathon. Tragedies where empathy is measured in camera angles. Governance reduced to "presence," leadership mistaken for proximity.

Being seen is not the same as seeing. And leadership is not a red-carpet skill. A true leader does not need to hover over the battlefield. He does not shout instructions through loudspeakers or wave from balconies.

Krishna never lifted a weapon. He never fought. He never chased applause. He stood aside, saw the larger geometry of the war, and gave Arjuna clarity when confusion peaked. Strategy, not spectacle. Direction, not distraction. Leadership has always been about overview, not overexposure. But today, we reward the opposite.

We applaud those who rush to the front, pose before the smoke clears, and declare victory while the fire still burns behind them. We mistake activity for action, noise for effectiveness, and optics for outcomes.

Only a fool tries to out-fool everyone else. Yet foolery has become institutionalized.

And the volcano grows.

Because when religion becomes a race, When visibility replaces responsibility, When leadership is reduced to attendance, When strategy is replaced by symbolism, what you get is not strength, but instability dressed as confidence.

History doesn't remember who stood closest to whom.

And calamities do not spare those who were "seen trying."

When people prosper, they buy cars and gadgets.

When people stagnate, they buy hope and bubbled dreams.

Hope often comes packaged in the form of dependency.



During the Great Depression, faith-based groups in America grew by 70%.

After the 1991 economic crisis in Eastern Europe, new cults and sects multiplied four-fold.

In India, surveys show that religious spending increases during joblessness, because when the economy gives no returns, prayers seem like a better investment.

Economic inequality in India is now at a 90-year high, with the top 1% controlling 40% of national wealth. When the bottom of the pyramid sees the top zooming away like Elon Musk in a rocket, they turn naturally to the only force they believe can rescue them - God.

This is not devotion.

This is economic desperation dressed as spirituality.

And when desperation enters religion, religion becomes flammable.

We are playing with fire in a spirit bottle, forgetting one tiny detail.

The bottle is fragile. And it will burst.

Nothing travels faster than light, except misquoted Vivekananda.

Every day, WhatsApp universities manufacture new quotes.

"Swami Vivekananda said: Vote for ..."

"Vivekananda warned us about people eating ..."

"Vivekananda predicted the rise of our glorious party in 1893."

No, he didn't. Never did. Who cares when I shout back?

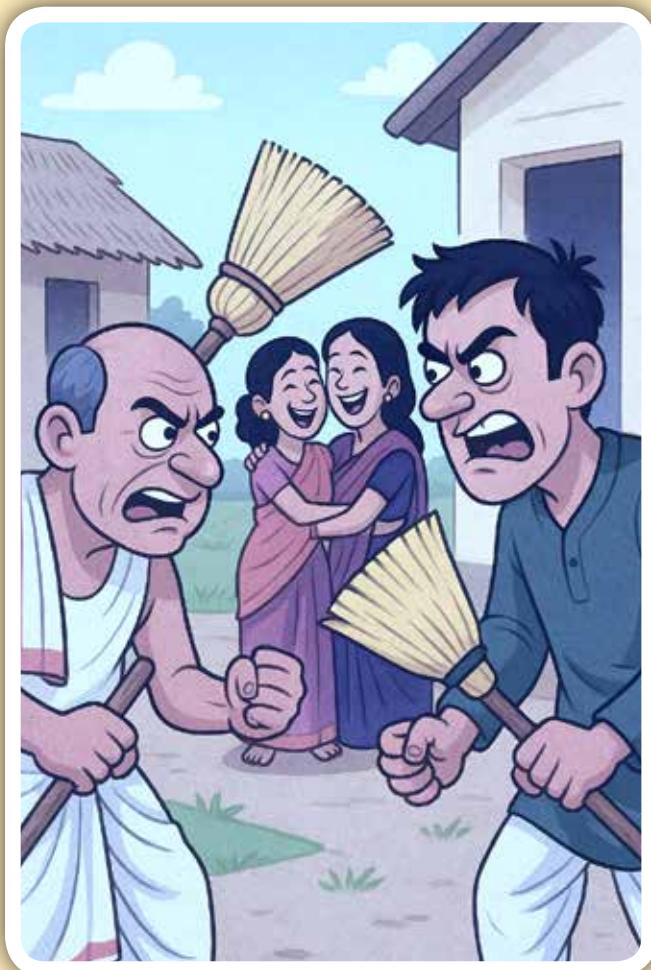
He was busy doing more important things, like urging unity, education, equality, scientific thinking, and national dignity.

But his words today are chopped, diced, edited, deep-fried, and served to justify whatever ideological dish is being cooked by a political leader or the other.

Even institutions meant to uphold unity and peace have started choosing sides, sometimes subtly, sometimes proudly.

If Bengal continues on this path, several outcomes are predictable.

Communities will soon begin to see each other not as neighbors but as "the other." What starts with shrines ends with suspicion.



It will reflect stunted economic growth. Bengal's intellectual culture, from the Renaissance to Ramakrishna and from nationalism to the Naxal movement, was built on the courage to question. When questioning is punished, culture loses its soul and becomes a showpiece.

When political parties believe in buying with money or when energy goes into identity battles, there is none left for industries, jobs, or innovation. Investors flee faster than pigeons at Kali Puja fireworks.

Once fear-based politics becomes normal, it never stops. Fear is renewable energy - but of the worst kind.

So Why Are People So... Dumb? Not

dumb, overstimulated. Not biased, bombarded. Not blind, blinded by too much light from too many “truths.”

Humans have a basic instinct for survival. But when propaganda becomes constant background music, the survival instinct gets replaced by tribal instinct. People no longer think as individuals, they think as members of a camp. And when that happens, ethics quietly slips out the back door.

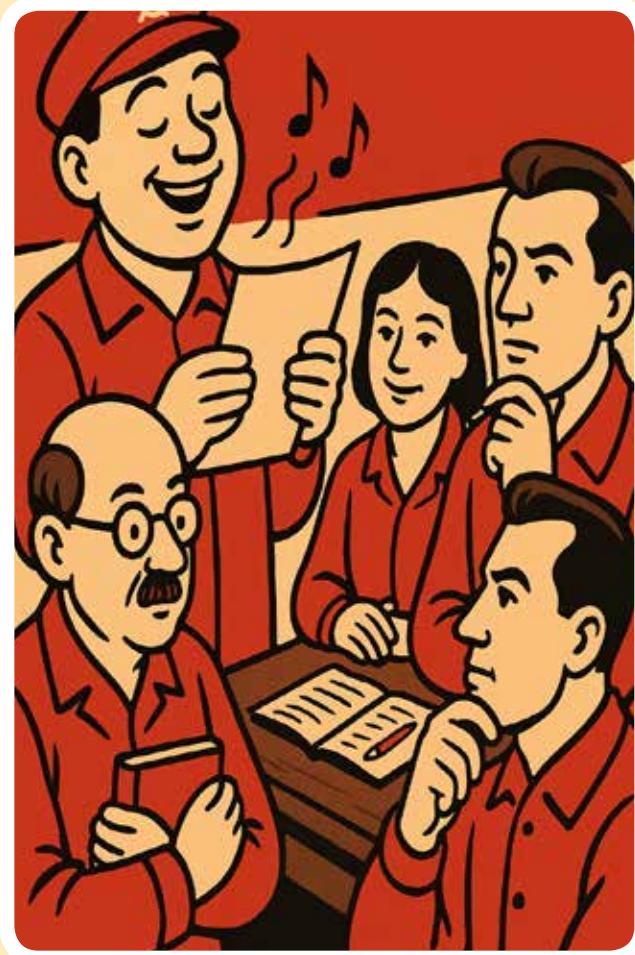
The signs are everywhere... Rising religious structures...statues...flags...

falling economic indicators – specially at the lower end of the pyramid...

Booming misinformation... All of them are tremors before the quake.

And where are our comrades, you ask?

Why, of course, they're busy polishing century-old slogans like inherited family cutleries, and occasionally emerging to write an abstract poem.



It's as if Bengal subscribed to the Premium Volcanic Eruption Package of social upheaval. Lava? No. But temples, mosques, mutts, mandirs, meditation pods - popping up everywhere like unsolicited ads.

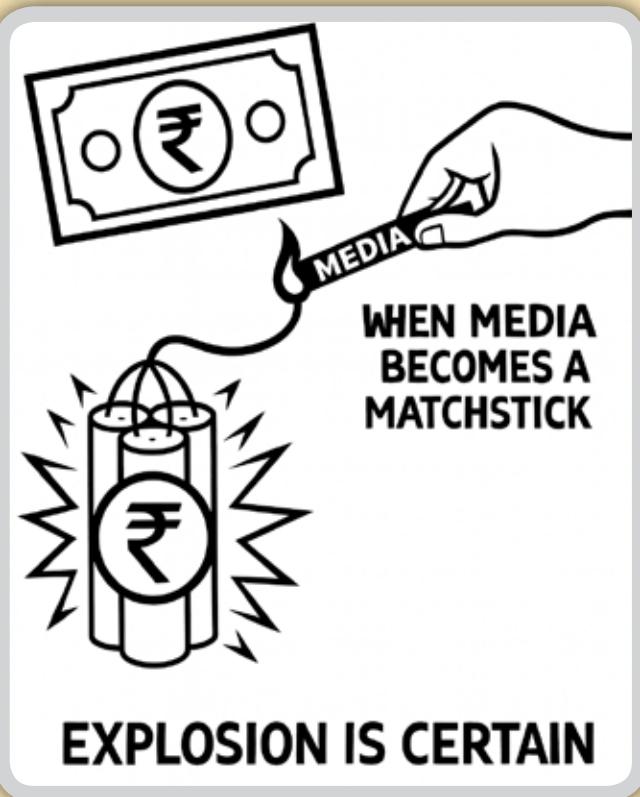
Who suffers? We suffer. We, the eternal fools who still believe that someday, somehow, someone in power will wake up, rub their eyes, look around and say - “Wait... this is chaos. Maybe we should stop?”

But no. Hope is our curse. Reality is our punchline.

And our comrades? Still at their poetry workshop.

Unless Bengal, and India as a whole restores balance between faith and reason, devotion and dignity, ritual and responsibility, this spiritual volcano will not stay dormant.

Because remember...



When spirituality becomes a weapon,
When religion becomes a currency,
When media becomes a matchstick, The
explosion doesn't spare anyone.



EIMG Legacy on Wheels

Shines Spotlight on Compassion and Love



Joydip Sur



The sky was bright and clear. Winter had already tiptoed into Kolkata bringing the mercury down significantly. As members of Eastern India Motoring Group (EIMG) made their way with their heritage vehicles to the Calcutta Rowing Club that Sunday morning, little did they know that this day was going to turn into a very special experience wrapped with compassion and love.

Let's quickly rewind to 1986. What began as a small effort in the Baranagar-Belgharia area turned into a life-changing mission that would go on to positively impact the lives of thousands of under-privileged children. While an expressway was under construction, children living on the streets risked their lives collecting coal remnants instead of going to school. Moved by their plight, Mr. Kallol Ghosh began teaching them with his own pocket money. Realizing the deeper dangers these children faced—exploitation, trafficking—he founded OFFER (Organisation For Friends Energies and Resources). Despite early doubts and various obstacles, his vision endured. Today, OFFER supports nearly 50,000 children –

differently abled and living with HIV, offering them safety, education, and hope for a better future. Outstanding initiative to say the least!

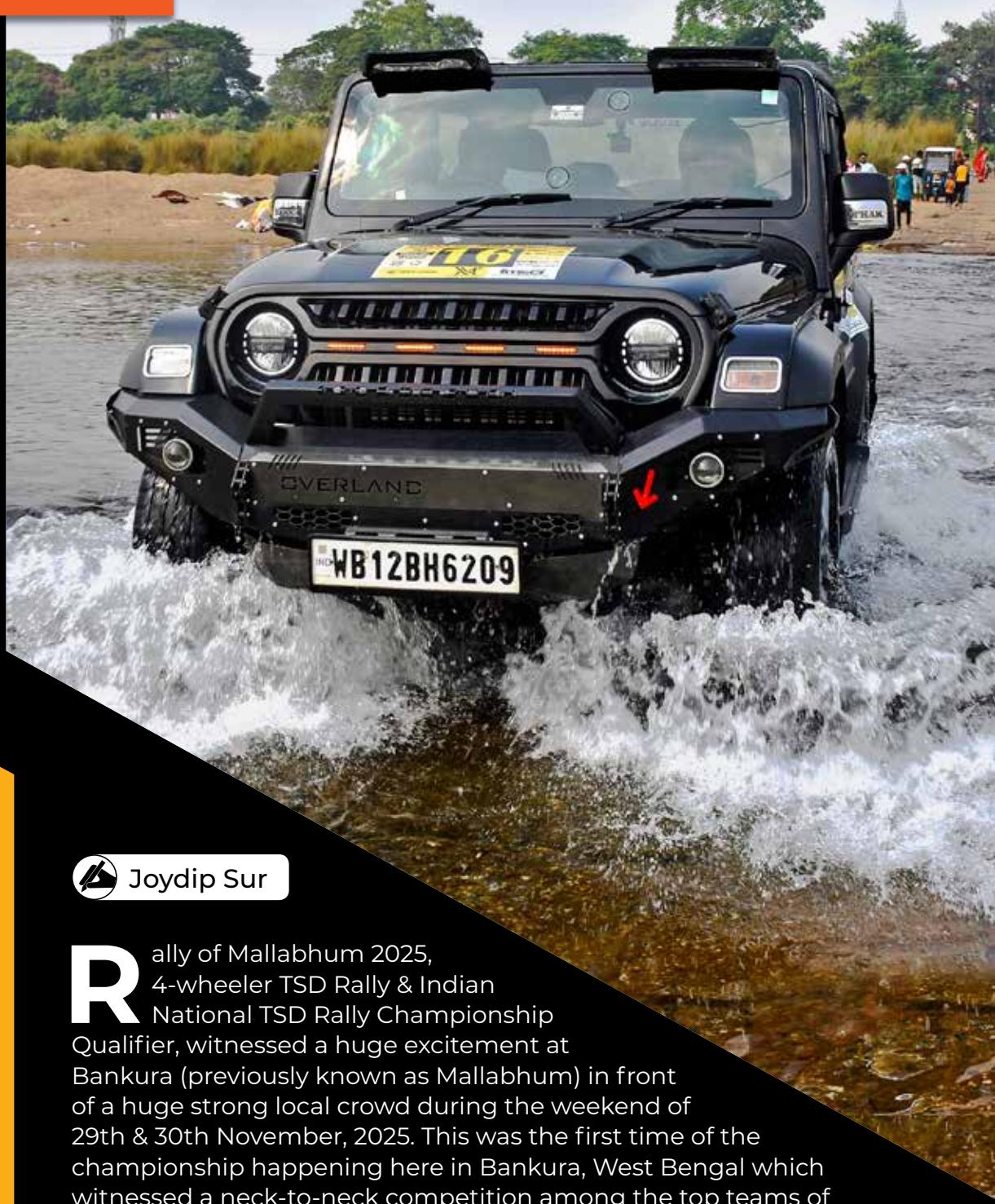
Fast forward to Sunday, November 30, 2025: For the very first time, EIMG joined hands with OFFER to organize a unique heritage convoy drive from Calcutta Rowing Club (CRC) to Anandaghār in Gobindapur called 'EIMG Legacy on Wheels' with the objective to raise social awareness about children living with HIV and also mark the inauguration of a new unit at Anandaghār which provides care and protection to orphan and young adults living with HIV and strives for successful integration of youth in the mainstream society.

Around 40 heritage cars and bikes took part in this unique convoy drive which included S.K.Lahiri's 1948 Plymouth Special Deluxe, Shrivardhan Kanoria's 1936 Bentley 3.5, 1948 Buick Super 8 owned by Avik Naha, Shubhajit Kumar's 1963 Standard Herald, Sumit Periwal's 1953 Land Rover Series 1, 1951 Austin A40 owned by Debaprem Chatterjee, 1990 Mercedes Benz W124 owned by Mubaraq Maseeh, Krish Ajmera's 1934 Rolls-Royce 20/25, Chandan Basu Mallik's 1949 Norton Dominator, Sarojesh Mukerjee's 1958 Standard Vanguard, 1940 Triumph owned by Terence Lobo, 1963 Triumph Spitfire owned by Saikat Dutta, Kunal Banerjee's 1926 Studebaker Erskine, 1989 Yezdi Jawa owned Onurag Chatterji and Ranajit Gooptu's 1952 Austin Somerset just to name a few.

What was really stood out is that many of the children who are being currently supported by OFFER not only got an opportunity to see these heritage beauties from up close, but some of them also got a joy ride in these vintages and classics from CRC to Anandaghār. Indeed, a very special memory to cherish for EIMG members and the children. Later, the EIMGians enjoyed a delicious lunch served by Café Positive, which is an initiative of OFFER and employs young adults living with HIV.

Photographs by Mohammed Adnan Aslam





Joydip Sur

Rally of Mallabhum 2025, 4-wheeler TSD Rally & Indian National TSD Rally Championship Qualifier, witnessed a huge excitement at Bankura (previously known as Mallabhum) in front of a huge strong local crowd during the weekend of 29th & 30th November, 2025. This was the first time of the championship happening here in Bankura, West Bengal which witnessed a neck-to-neck competition among the top teams of the country.

Deep Dutta And Prakash Muthuswamy Emerge Victorious At Rally of Mallabhum 2025



The rally route was divided into two legs including a night leg. The rally passed through highways, around 50 kilometres of dirt roads and some river crossing. The event was promoted by India Motorsports and well supported by Vamcy Merla & JK Tyre. There were six categories in the championship this year to make the competition as fair as possible. There was a separate event planned for the local teams as well. A total of 32 entries were received for this event.

The team of Deep Dutta (Ramgarh, Jharkhand) and Prakash Muthuswamy (Erode, Tamil Nadu) won the first prize in the National Championship qualifier followed by the team of Jogendra Kumar Jaiswal and Chandan Sen (both from Kolkata) and Subhankur Saha and Souvick De Sarkar (both from Kolkata).

Speaking on the occasion Saurav Chatterjee, the key organizer of the event and the chairman of FMSCI TSD Rally Commission, explained the aim of the event is to spread regulated motor sports in different part of the country and to woo the youth from road racing to regulated motorsports, where safety of the drivers is of paramount importance. Motor Sports Association of Eastern India, the organizing club, wants to be the guiding force of many raw talents in the future.

Photographs by Ranadip Mandal



Massanjore



Team WHEELS



There are times when we seek solace and peace in memories of the days gone by. I have fond memories of visiting Massanjore in childhood along with my parents. There has been many an occasion when I have yearned to return to Massanjore to relive the good times spent there. So when the opportunity presented itself on one fine winter morning, we hit the road towards Massanjore, the most sought-after weekend destination of yesteryears, still as beautiful as can be.

ROUTE DESCRIPTION

Realising that the drive time to Massanjore would be nothing less than 6 hours, Team WHEELS started early and reached Vidyasagar Setu by 8:30 am. The car trip meter was set to 0.0 km and we zipped along the Kona Expressway. The traffic was reasonably thin. At the end of the Kona Expressway, we took the flyover and continued to drive on NH-19. We crossed Dankuni Toll Plaza and reached our regular highway restaurant for breakfast at about 9:30 am. By 10:30, we had resumed our journey on NH-19.

Thereafter, we continued to drive without any further halt, crossing Bardhaman to reach the newly constructed Panagarh

Flyover. At midway on the flyover we took the service lane on the extreme left indicating 'Ilambazar' and 'Darjeeling Morh' to enter the Panagarh-Mogram Highway (SH-14) on right that leads to Ilambazar and Suri. Driving straight on this highway (SH-14), we went over a bridge on River Ajoy, reached Ilambazar Toll Plaza. From the traffic island at Ilambazar, we took the left towards Dubrajpur and Suri.

From Ilambazar till Dubrajpur, we enjoyed driving on the smooth tarmac, admiring the beautiful engulfing fields, and the lush green forests on either side of the road. Bypassing Suri Town following Mogram Highway (SH-14) at trip 226.7 km we reached Lambodarpur Crossing at the end of Suri Town bypass. From here, we turned left into the Suri-Dumka Highway leading towards Massanjore. From Lambodarpur Crossing, there was a dramatic difference in the topography as we crossed the Bengal Border and entered Jharkhand. The road here, though reasonably good, was narrow. Various shades of green on the rolling meadows and distant hills soothed our jaded souls. The place abounds in date-palm trees. Driving for nearly 34 km, at the last stretch,

as the Massanjore Dam appeared on our left, we began a 4 kilometres climb over a picturesque hill. We reached our final destination at Massanjore at 2:30 pm.



Panagarh-Mogram Highway (SH-13)

Team WHEELS exploring the beautiful countryside





The enchanting Massanjore Dam

MASSANJORE DAM

Massanjore Dam, in Dumka district of Jharkhand, is built across River Mayurakshi. Commissioned in 1955, it was formally inaugurated by Lester B. Pearson, Foreign Minister of Canada, and constructed with Canadian aid. Hence, the dam is also called Canada Dam or Pearson Dam. Massanjore Dam is 155 feet high from its base and is 2170 feet long and the reservoir spreads across an area of 16,650 acres. The dam generates hydroelectricity for the state of West Bengal and is also used for irrigation.

That evening we went for a stroll along the dam. The wonderful weather coupled with the view of the sunset from the dam was magical. Chords of soft light speared down from above, bathing the surface in ruby red. The water glinted with tiny sparkles, like a thousand rubies glowing with an inner fire. How long we stood there, even after the sun had shied away behind the hills and blanketed us in the darkness of the night I do not know.



Suri-Dumka Highway going uphill at Massanjore



View of the dam seen from the hill

On one side of the dam stood the vast water reservoir with lofty hills forming the backdrop - a scene bathed in tranquillity. A few islands accentuated the beauty of the water body. On the other side of the dam, deep down, was the roaring water gushing out of the dam, a great friendly monster that generates the hydel power.

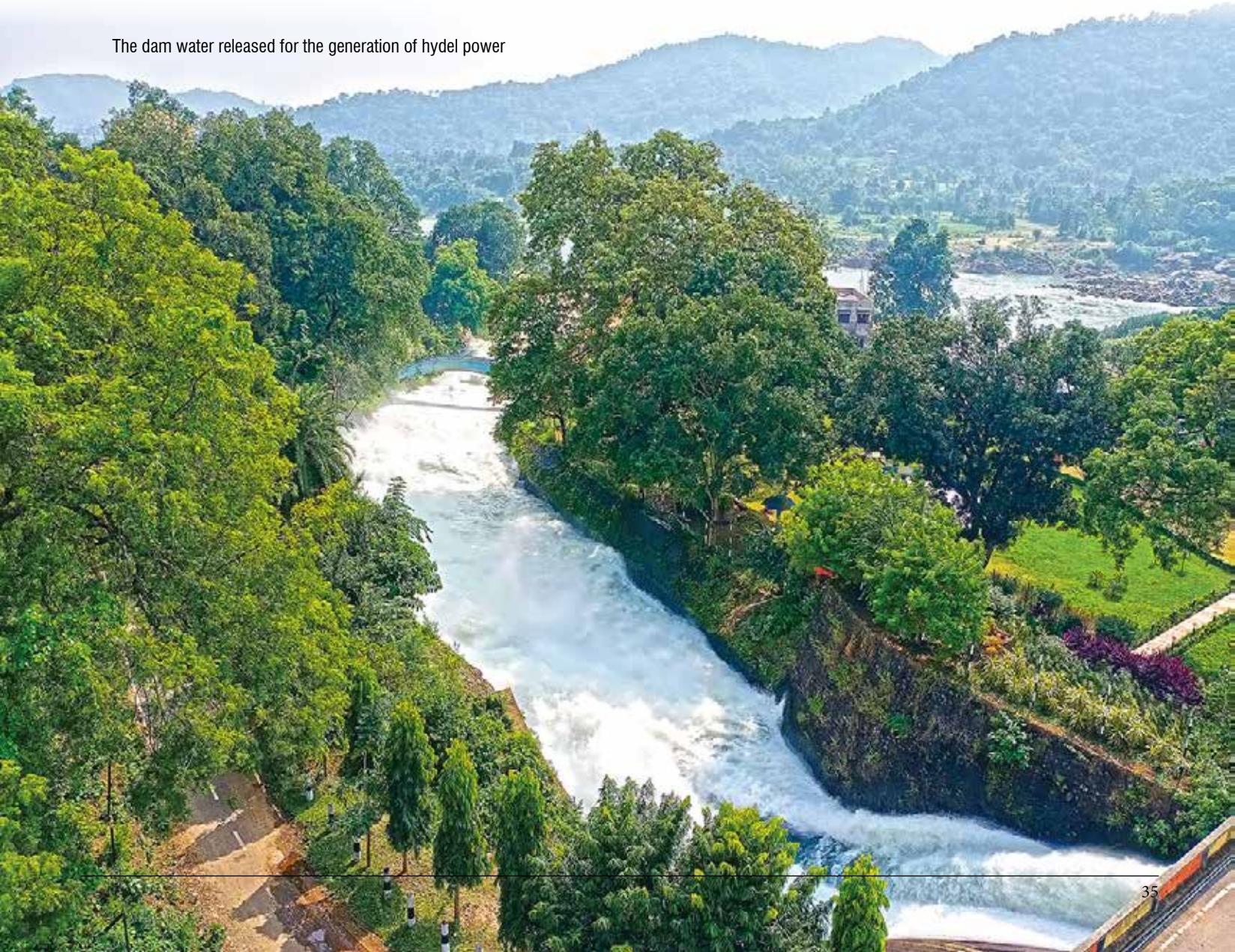
We spoke to some of the locals who said that during the construction of the dam; more than 140 villages were sacrificed and drowned. The villagers, who were offered compensation, were compelled to settle in a village near Massanjore called Raghunathpur. Having lost their land, with agriculture as their main occupation, the migrants of Raghunathpur became jobless and suffered a great deal economically.

And the far off islands on the reservoir that we had admired were none other than the remnants of those villages that had been washed away during the construction of the dam.

Coming out of the dam, we found some local snacks and tea stalls at the entrance. A lady stood selling beautiful cane baskets at throwaway prices. We bought a couple of these intricate weaves. The nearby marketplace offers local flavours – also worth checking out. We next took a spin around Jhajhapara, the area around our hotel that was enchanting.

In the dark of the evening, traversing the smooth undulated roads provided a wonderful view of the reservoir from various levels of elevation.

The dam water released for the generation of hydel power





The picturesque Siddheswari River in Massanjore

EXPLORING MASSANJORE

Early in the morning, a pleasurable experience involved a walk down to the village church visible from our resort and which was merely 200 metres away. It was a rather nondescript church with a sloping roof and a rustic feel. We went a little inside and then decided to go down to the adjoining tribal village.

During winter, it is a good idea to drive out to the countryside early in the morning for the famous date palm juice (khajur ras) – which tastes out of this world.

After a filling breakfast we began to explore the picturesque countryside around Massanjore. As we drove by the dam, we saw a few boats anchored by the reservoir. On enquiring, we learnt that there is a provision for boating on the water.

THE COUNTRYSIDE

To explore the countryside, we retreated and drove till we reached Ranibahal Morh and took the right. Rolling deep inside, we passed through vast fields with beautiful hills as the backdrop. Driving for another 2.5 kilometres we took a left from Sijua, a developing village with newly constructed houses dotting the landscape, and reached Banskuli, going over Siddheswari Bridge. We took a right turn to plunge into the vast stretches of land with various shades of green and burbling rivers flowing beneath the bridges set against the hilly terrain that made for a picture-perfect frame.

We went in deeper to get a feel of the local life. As the road gradually proceeded towards the Massanjore Dam through villages, it narrowed down with several earthen speed-breakers at short intervals – difficult to negotiate. Yet our thirsty adventurous souls wanted more – and we penetrated deeper. Gradually, the frequency of the bumps increased and grew steeper – difficult to negotiate. Finally, we were left with no choice but to turn back.



The adept hands of a basket weaver



Modas in the making

BILKANDI VILLAGE

From Banskuli, we went straight and followed the road going over Mayurakhshi Bridge till we reached Bilkandi (about 5.5 kilometres from Sijua) – the village of the basket weavers. Parking at a distance we went forward to meet the locals who received us with a warm welcome. Most of the villagers here speak Bengali. However, they are equally comfortable in Hindi. We also saw some tribals, the Bauris, who live in harmony along with the Bengalis.

As we explored the village, we came upon tribal women painting the exterior of their houses. This gave the walls the desired bright red finish we see in the photograph.

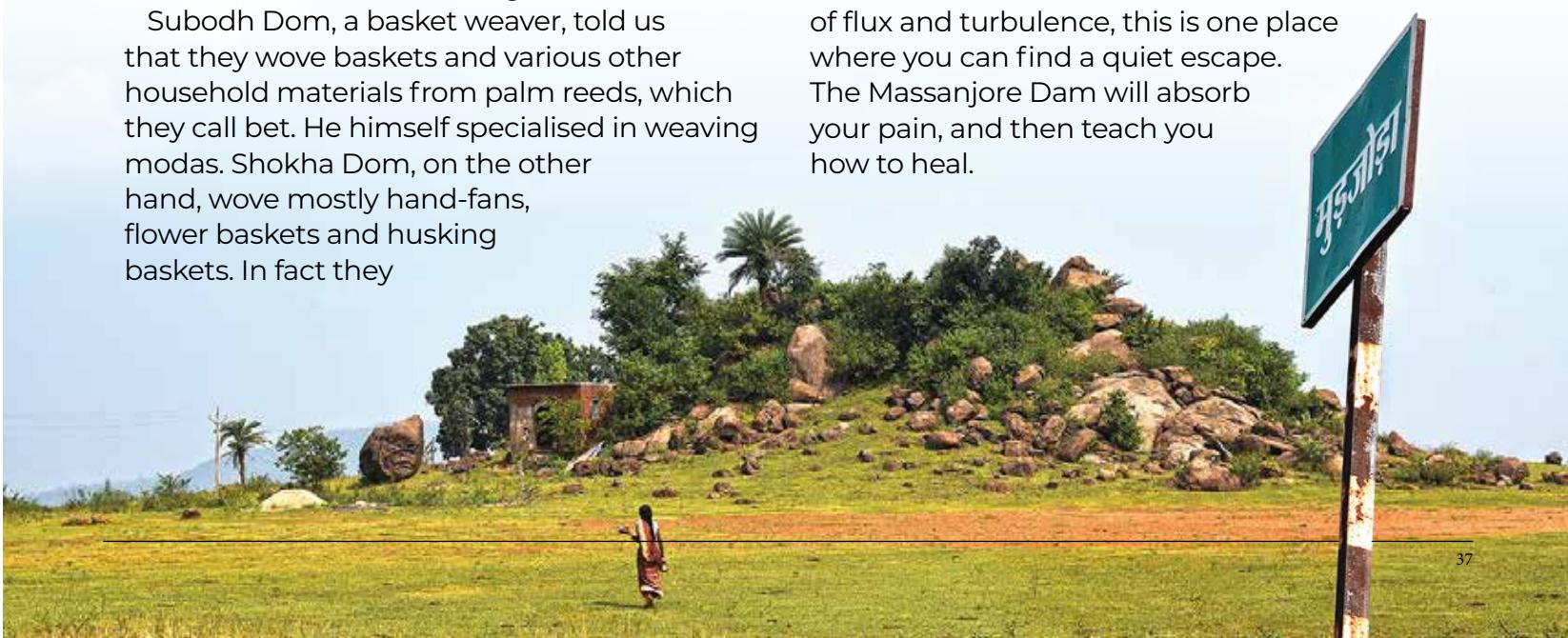
One of the villagers led us to a clearing under shady trees in front of a school. From the locals, we learnt that this was the Dom para, whose inhabitants are engaged in basket weaving. Soon we were joined by the men and women weavers with smiling faces.

Subodh Dom, a basket weaver, told us that they wove baskets and various other household materials from palm reeds, which they call bet. He himself specialised in weaving modas. Shokha Dom, on the other hand, wove mostly hand-fans, flower baskets and husking baskets. In fact they

were a community of 15-20 houses who weave articles of the cane as their main occupation round the year.

The villagers are also professional badyakar (musicians). While most of the time they weave regular utility items, occasionally, they also play various instruments – especially during weddings and pujas that includes the drum, bugle, clarinet, brass, flute, and percussion. During the Durga Puja or Kali Puja, they are invited to play the dhak at different localities. We bought a few articles made of palm reed before we began our return journey to Kolkata.

Back at home, when I heard my parents talk about going to Massanjore during their heydays – I now know why they still reminisce about Massanjore. This was a trip I would recommend strongly to my heart-weary and soul-sore brethren who look to travel drives to find succour. When the world is in a state of flux and turbulence, this is one place where you can find a quiet escape. The Massanjore Dam will absorb your pain, and then teach you how to heal.



EIMG Vintage Car Fiesta 2025

A Visual Treat!


 Joydip Sur

Now in its fifth year, the EIMG Vintage Car Fiesta 2025 was presented by Club De Golf and organised by Eastern India Motoring Group (EIMG) – a community of serious heritage vehicle collectors from all across Eastern India.

The line up for the EIMG Vintage Car Fiesta 2025 included as many as 35 rare heritage four wheelers which were selectively handpicked by EIMG Founder & President Shrivardhan Kanoria, himself a restorer and collector of national repute.

The most notable among the heritage cars on display at the EIMG Vintage Car Fiesta 2025 included 1936 Bentley 3.5 and 1938 Rolls-Royce 25/30 owned by Shrivardhan Kanoria, 1938 Rolls-Royce 25/30 owned by Avik Naha, Swapnil Kumar Lahiri's 1948 Plymouth Special Deluxe, 1930 Ford Model A and 1950 Triumph Mayflower owned by Partha Banik, Sumit Periwal's 1953 Land Rover Series 1, and 1932 Austin 10 owned by C.P. Verma.

Also seen at the EIMG Vintage Car Fiesta 2025 were Gadai Chandra Dey's 1938 Adler Triumph, 1961 Ambassador M1 owned by Baladev Majumdar, 1963 Standard Herald owned by



Shubhajit Kumar, 1990 Contessa Classic owned by Anuja Kumar, Ranajit Gooptu's 1951 Hillman Minx and 1952 Austin Somerset, 1926 Studebaker Erskine owned by Kunal Banerjee and Amrit Roy's 1964 Ford Anglia.

The Club De Golf is located inside the picturesque New Town Golf Club, where the heritage vehicles were displayed for a vintage rendezvous with their Club members and visitors. A thanks giving ceremony followed where each of the owners were felicitated with a beautiful memento for upholding the legacy of heritage motoring. Present on this special occasion was Ms.

Akansha Pandey, Owner

– Club De Golf and Mr. Shrivardhan Kanoria, Founder & President – EIMG along with other respected dignitaries and patrons.

This was followed by a fascinating auto



A temple dedicated to Bonbibi



quiz and trivia session which made all the EIMGians put on their thinking cap. It was brilliantly organized by quiz master Somen Sengupta and trivia narrator Sanjib Sarkar. This proved to be a great learning experience for everyone present as many unknown trivia and facts about cars and Kolkata were revealed. The icing on the cake was the sumptuous cocktail brunch hosted by Club De Golf for all the members of EIMG.

Photographs by
ICMP and
Mohammed
Adnan Aslam



Annapurna Mandir of Bhadreswar



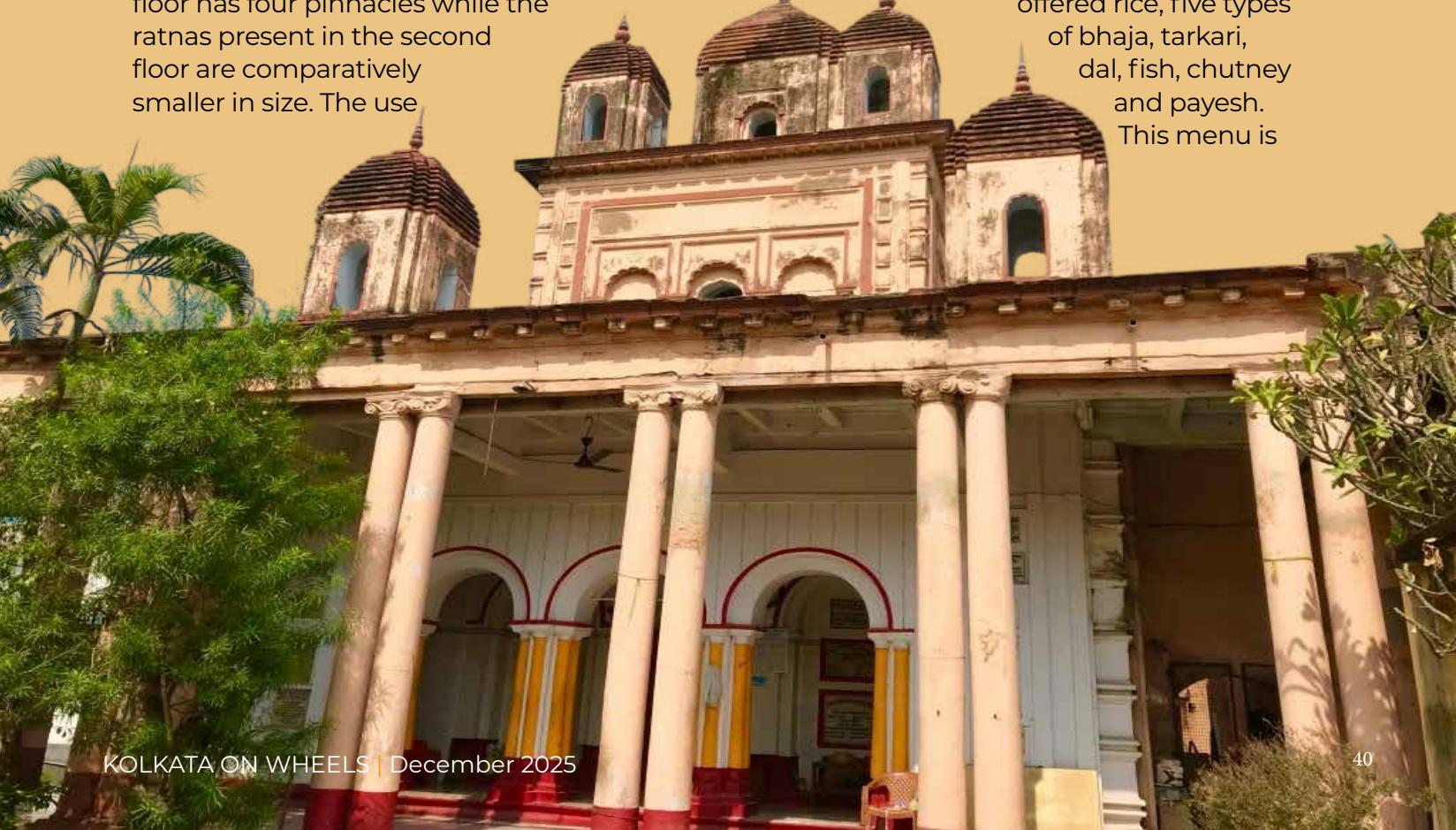
WHEELER Kinjal Bose

Bhadreswar is a small municipal town of Hooghly district of West Bengal located around 28 kilometres from Howrah. A beautiful nabaratna (nine pinnacled) temple dedicated to Goddess Annapurna is one of the prime attractions of this town. The south-facing temple was built by the then zamindar Baidyanath Bandopadhyay at Telinipara on the auspicious day of Dolyatra in the Bengali year 1208, which, according to Gregorian calendar, dated back to 1801 A.D.

The temple follows the nabaratna style of Bengal's temple architecture. However, a close look will reveal a slight deviation from the traditional nabaratna style. The first floor has four pinnacles while the ratnas present in the second floor are comparatively smaller in size. The use

of pillars in the temple depicts European influence. According to a family member and trustee of the temple committee, the mandir has undergone major repair work over the years. In 2004, the temple was registered under the Societies Act.

Inside the temple sanctum, the idol of Devi Annapurna made of astodhatu along with Mahadev are placed on a throne made of wood. The idol of Lord Mahadev is made of silver and is placed on the right of the Goddess. Alongside them, Lakshmi Narayan Jiu, Goddess Lakshmi, Saraswati and Narayan sila are also placed on the wooden throne. Daily worship is performed here and Devi Annapurna is offered rice, five types of bhaja, tarkari, dal, fish, chutney and payesh. This menu is



followed throughout the year except on the four days of Ambubachi.

The temple is also home to three Shiva lingams made of kasthipathar (touch stone). Previously there were four Shiva lingams, however, one was immersed in the Ganges after it got broken. The Shiva temples are placed on the right of the temple of Devi Annapurna.

Apart from Annapurna puja, the other festivals which are celebrated here are Jhulan, Durga Puja, Satyanarayan Puja on the day of Kojagari Lakshmi Puja, Kali Puja, Saraswati Puja, Shivaratri and Dolyatra.

On the auspicious day of Akshay Tritiya, a special puja and celebration are held which is a prime attraction. According to a family member, there is a brass chariot which is made to ply on the nearby road. It is an uncommon practice as rath is normally associated with Lord Jagannath's Rathayatra held in Bengali month of Aashar. However, this rathyatra holds a very special place in the hearts of the people of Telinipara. The rath stops at each and every household and the devotees offer their worship to Maa Annapurna. The thought behind this practice is that Devi Annapurna wants to enquire about the wellbeing of the people of Telinipara. At the Ganges ghat devotees are offered khichuri, labra, chutney and payesh.

In the evening, on its return journey, the chariot makes a sudden stop at Telinipara barowaritala. Then following the age-old tradition, the male members of the Bandopadhyay family singing devotional songs carries the idols of Lakshmi-Narayan Jiu in a palanquin from the main temple to the location where the chariot has halted to convince Devi Annapurna to return as the night is fast approaching. After much effort, the Goddess is finally convinced and agrees to return.

From here onwards, the palanquin escorts the chariot en route to the temple. The goddess finally returns to the temple late in the evening. On that day the devotees can touch the Goddess and can offer sindur to Devi Annapurna. Late at night, the idol is bathed with seven seas oil, water, perfume and dressed in new clothes and is once again placed on the wooden singhasana (throne) inside the temple.



7 Must-Have Modifications For Your Indian Overlanding Rig



Promit Hazra

Overlanding is like embarking on a grand, unpredictable quest. It is not just about the drive, it's about self-reliance in situations where roads can vanish into mudslides, rivers swell during monsoons, and remote villages offer little more than a chai stop. If you're gearing up your rig such adventures, stock setups won't cut it. You'll need smart modifications to handle the terrain, weather, and isolation. In this article, we'll dive into seven essential mods that can transform your vehicle into a reliable companion, blending toughness with comfort.

All Terrain Tyres

First up is upgrading to all-terrain tyres. Picture this, you're bumping along a pothole-riddled track in the Northeast after a heavy rain, and suddenly, your stock tyres are spinning uselessly in the slush. All-terrain tyres, with their aggressive tread patterns and reinforced sidewalls, are a game-changer here. In India, where asphalt gives way to gravel, mud, and rocks, without warning, opt for something like BFGoodrich All-Terrain T/A KO2 or Michelin LTX A/T2. They provide better grip on wet surfaces crucial during monsoons and resist punctures from sharp stones in places like Spiti Valley. Sure, they might add a bit of road noise on highways, but the confidence they instil when you are off the beaten path is priceless. Pair them with a proper wheel size for your rig, and you will feel like you are gliding over obstacles rather than fighting them. Budget-wise, a set of four for a Mahindra Thar (say, 255/65R18 size) runs about INR 40,000 to INR 60,000, depending on the brand—think INR 10,000–INR 15,000 per tyre from CEAT or MRF, plus INR 5,000 for fitting.



Suspension

Next, consider a suspension lift kit. Diverse landscapes demand more ground clearance than what factory suspensions offer. Two to four inch lift not only helps you clear boulders and deep ruts in the Himalayas but also improves approach and departure angles for steep inclines. Brands like Old Man Emu or ARB are popular among over landers for their durability. Adventurers have tackled the Manali-Leh highway without a hitch after this mod no more scraping the underbelly on those infamous water crossings. Just remember to get it installed by a professional to avoid alignment issues, and think about adding heavy-duty shocks to handle the extra weight from gear. It's not just about height it's about smoothing out those bone-jarring vibrations on long hauls. For a full size SUV such as the Toyota Fortuner, expect to shell out INR 1,20,000 to INR 1,80,000 for a quality kit, including professional installation. Cheaper options from local fabricators start at around INR 80,000, but they might not last as long.



Roof Top Tent

A roof-top tent (RTT) is another must for comfortable overnights in remote spots. When campsites are often makeshift and wildlife lurks, sleeping elevated off the ground feels safer and drier, especially in flood-prone areas like Kerala backwaters. Models from iKamper or Thule are compact when folded but unfold into spacious havens with built-in mattresses. They are quick to set up under 10 minutes and protect against insects and rain. If you are traveling with a partner or family, look for ones with annexes for extra space. This mod turns your rig into a mobile home, making multi-day trips feasible without relying on dodgy roadside lodges. Prices hover around INR 80,000 to INR 1,50,000 for a solid two-person unit, including mounting hardware.



Entry-level imported ones from brands like MARK Sports can be snagged for under INR 1,00,000 if you are shopping online.

Electric Winch

No overlanding setup is complete without a winch and recovery kit. Stuck in a muddy ditch in the swamps? A quality winch like Warn's VR EVO series can pull you out solo, saving hours (and rupees) on calling for help. In remote areas, where cell service fades in the interiors, self-recovery is the key. Your kit should include snatch straps, shackles, gloves, and a tree saver essential for safe extractions. Practice using them before your trip. It is not as intimidating as it sounds. Many over landers swear by this for peace of mind, especially on solo runs through Arunachal's forested trails. It's an investment in independence, turning potential disasters into minor detours. A decent 9,500–12,000 lb electric winch costs INR 25,000 to INR 40,000, with the full recovery kit adding another INR 10,000 to INR 15,000 - Warn or Runva models are reliable picks without breaking the bank.





Auxiliary Lights

Auxiliary lighting upgrades are crucial for those twilight drives or foggy mornings in the hills. Stock headlights often fall short against unpredictable visibility; think dense fog in winters or pitch-black nights in the jungle. LED light bars or spotlights from Rigid Industries mounted on the bumper or roof rack illuminate the path ahead, spotting hazards like potholes or animals early. Go for IP67-rated ones to withstand dust and water. They are not just for off-roading but also make highway night drives safer. Avoid blinding oncoming traffic with proper aiming. For a 20-30 inch LED bar setup, you are looking at INR 8,000 to INR 20,000

Vaishnu or Lightforce options from Indian brands keep it under INR 15,000 per pair, easy to install yourself or you can opt for Hella's LED range if you stretch your budget.

Snorkel

For water crossings, a snorkel is non-negotiable. Rivers and flooded roads during rains can drown engines quickly. A snorkel raises the air intake to roof level, allowing your rig to wade through deeper waters without hydro locking. Safari snorkels are a solid choice for vehicles, custom-fitted to models like the Isuzu V-Cross, Toyota Hilux and many more. It is especially vital in regions like Meghalaya, home to living root bridges and perennial streams. Installation might require some drilling, but the protection it offers against dust in arid zones is a bonus. Think of it as giving your engine a deep breath in tough spots. A functional snorkel sets you back INR 9,000 to INR 12,000, including basic fitting. Brands like Bimbra or Fibre Smith offer durable versions that blend right into the hood.



Jerry Cans



Finally, extra fuel and water storage solutions keep you going in sparse areas. With petrol stations few and far between in Ladakh or the Northeast, jerry cans or auxiliary tanks from Long Ranger ensure you don't run dry. Mount them securely on the roof rack or rear bumper. Similarly, water tanks with purifiers handle your journeys variable water quality boil or filter before drinking. Rotopax systems are modular and space-efficient. This mod embodies overlanding's ethos, prepare for the worst while enjoying the best. It is simple but transformative, letting you extend your adventures without cutting them short. A pair of 20-litre metal jerry cans (one for

fuel, one for water) costs around INR 3,000 to INR 6,000. Total plastic options from FuelMate are lighter at around INR 2,500 each, and add straps or mounts for another INR 1,000.

City by the Night: Winter Edition

Kolkata on Wheels Celebrates Heritage After Dark

Lubricant Partner



Rukhe Saaf Dil Se



Wheeler Sarbjit Mookherjee

Wellness Partner



Winter evenings in Kolkata have a charm of their own, and on Saturday, December 20, 2025, Kolkata on Wheels captured that essence beautifully with its much-anticipated City by the Night: Winter Edition. Blending motoring enthusiasm with heritage exploration and festive warmth, the event brought together around 80 members of the Wheelers fraternity along with their family members for an evening that was as engaging as it was memorable.

Given the season, the theme naturally gravitated towards Kolkata's iconic churches, resplendent in Christmas décor and illuminated against the winter dusk. Travelling in a convoy of approximately 30 cars, the group assembled at the majestic St Paul's Cathedral around 5:30 pm, marking the start of the evening's journey. Built in 1847, the cathedral remains one of the city's most enduring landmarks, having withstood the devastating earthquakes of 1897 and

1934. Members took time to admire its neo-Gothic architecture and absorb its historical significance, appreciating how the structure continues to stand tall as part of Kolkata's skyline. Adding a sweet touch to the visit, Wheelers were treated to chocolate brownies and soft drinks, making the experience both informative and indulgent.

From grandeur, the convoy moved to simplicity at St Teresa's Church, dedicated to Saint Teresa of Ávila, the Spanish Carmelite nun. In contrast to the imposing presence of St Paul's, the church's understated design resonated deeply with visitors, reflecting the humility and spiritual depth of the saint it honours. The visit offered a quieter, reflective interlude within the evening's itinerary.

Although a planned stop at the Greek Orthodox Church could not be executed due to renovation work, the change in plans did little to dampen spirits. The group next headed to Bake & Steam, the chosen dinner destination for the evening. Staying true to the western theme,





Wheeler's pose for a group photographs at Bow Barracks



Bow Barracks decked up for Christmas



St. Teresa's Church



Dinner pitstop

the restaurant served an extensive continental spread, much to the delight of members and families. The menu featured favourites such as Chicken Stroganoff, mashed potatoes, Caesar salad, prawn patties in barbecue sauce, sautéed vegetables, and cream of mushroom soup, concluding on a sweet note with chocolate mousse.

The final destination of the night was the historic Bow Barracks residences — once built to house soldiers, and now a cultural hub of Kolkata's Anglo-Indian community. Members explored the lively lanes, drawn especially to stalls offering homemade wine, cakes, and muffins, while sipping hot coffee and engaging in animated adda that stretched late into the night.

As the group finally dispersed, it was clear that City by the Night: Winter Edition had delivered more than just a drive. It offered a thoughtfully curated blend of motoring, heritage, culture, and fellowship — leaving Wheeler's with cherished memories and anticipation for the next unique experience from Kolkata on Wheels.

Christmas decoration



Felicitation of Care Givers



Felicitation of Veedol Corporation Limited



ANNOUNCEMENT

24-28
(Sat-Wed)
Jan 2026

KOLKATA ON
WHEELS
AUTOVENTURING GUIDE AROUND THE CITY

Drive Tour

Destination: Hazaribagh-Betla-Netarhat For Wheelers & Guests

08
(Sun)
Feb 2026

Day Drive Tour

Destination: Krishnanagar

For Wheelers & Guests

Happy Birthday to Wheelers

KOLKATA ON
WHEELS
AUTOVENTURING GUIDE AROUND THE CITY

NAME	DATE
Arindam Bhaduri	01-Dec
Anindya Kanti Sen	01-Dec
Anirban Ghosh	03-Dec
Samirendu Dutt	03-Dec
Suddha Sattwa Datta	04-Dec
Dr. Samik Sinha	05-Dec
Debanjali Ray	05-Dec
Sauradeep Chattopadhyay	06-Dec
Arun Kumar Agarwal	06-Dec
Soumendra Nath Banerjee	07-Dec
Anshuman Roy	07-Dec
Dr. Saumitra Chattopadhyay	08-Dec
Subrata Basu	10-Dec
Ratan Bahadur Postwalla	16-Dec
Narayan Sahoo	10-Dec
Biswajit Addy	11-Dec
Sandeep Sengupta	11-Dec
Dr. Gairik Das	12-Dec
Sailesh Rupani	12-Dec
Sangram Kar	12-Dec
Himadri Das	12-Dec
Santanu Mukhopadhyay	12-Dec
Arnab Bhowmick	13-Dec
Indranil Roy Chowdhury	14-Dec
Sourav Ojha	14-Dec
Sourav Bose	15-Dec
Sandip Kumar Bagchi	15-Dec

NAME	DATE
Murari Jha	16-Dec
Ajay Kejriwal	17-Dec
Aditya Nethwewala	17-Dec
Kaustav Mitra	17-Dec
Pradip Das	18-Dec
Dishari Guha	19-Dec
Pameli Sengupta	20-Dec
Subrata Kundu	21-Dec
Goutam Saha	22-Dec
Soumendra Roy Chowdhury	23-Dec
Swarup Paul	23-Dec
Biswanath Guha	23-Dec
Arun Kumar Saha	24-Dec
Kuldeep Narayan Banerjee	24-Dec
Debdulal Ghosal	25-Dec
Koushik Daw	27-Dec
Majid Ali Khan	27-Dec
Rebanta Dasgupta	27-Dec
Dipankar Sen	28-Dec
Amlan Kumar Biswas	28-Dec
Prabal Biswas	28-Dec
Siddhartha Sarkar	29-Dec
Naresh Agarwal	29-Dec
Amitava Dutt	30-Dec
Dulal Mitra	31-Dec



JYOTE MOTORS BENGAL PRIVATE LIMITED



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