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# WHEELS

AUTOVENTURING GUIDE AROUND THE CITY

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**A**charya Jagadish Chandra Bose occupies a unique position in the history of modern Indian science. Bose was the pioneer of experimental science in India and devised many sensitive instruments for his research both in physics and physiology. Bose's scientific prowess led him to achieve worldwide fame. But not many of us know about his love for his 1925 Fiat Tipo which is now preserved in the Birla Industrial and Technological Museum. Turn to this month's Connoisseurs Corner column to read about this fascinating tale.

We hardly see any original cartoons in newspapers or magazines these days. If anything, we get to see comic strips - mostly based on foreign characters. Till the 1940s, English language publications in Calcutta used to reprint foreign cartoons and quite a few of them centred on cars. In this edition's 'Do You Know' column, Pradeep Gooptu shares some of his favourites 'car-toons' from his enviable collection. A must read for cartoon addicts.

According to the story of the Tower of Babel, once upon a time all the people in this world spoke the same language and they aspired to build a tower to reach unto Heaven. However, God decided to confound their language so that they could not complete what they had set out to achieve. With each speaking different language they were scattered on earth and could not return to each other. In modern times we have witnessed nations and states emerging on basis of language

movements. Join Tarun Goswami as he talks about how every language is dynamic in nature and witnesses gradual changes over decades and centuries.

Bankim Chandra Chattopadhyay's Kapalkundala has captured the imagination of several generations. Following the success of Chattopadhyay's first novel Durgeshnandini, he decided to write about a girl who is brought up in a remote forest by a Kapalika. The story is set in Dariapur, Contai in modern-day Purba Medinipur district in West Bengal where Chattopadhyay served as a Deputy Magistrate and Deputy Collector. Hop into the car as Team WHEELS sets out to explore the Land of Kapalkundala in this month's Drive Out column.

Orthopaedic and Joint Replacement Surgeon Dr. Santosh Kumar has answered some vital questions on knee arthritis and knee replacement. If you have more questions for Dr. Kumar, then please send them to [kolkataonwheels@gmail.com](mailto:kolkataonwheels@gmail.com).

Happy reading!



Joydip Sur  
Editor

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



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## Steeper Traffic Fines For Motorists In Kolkata

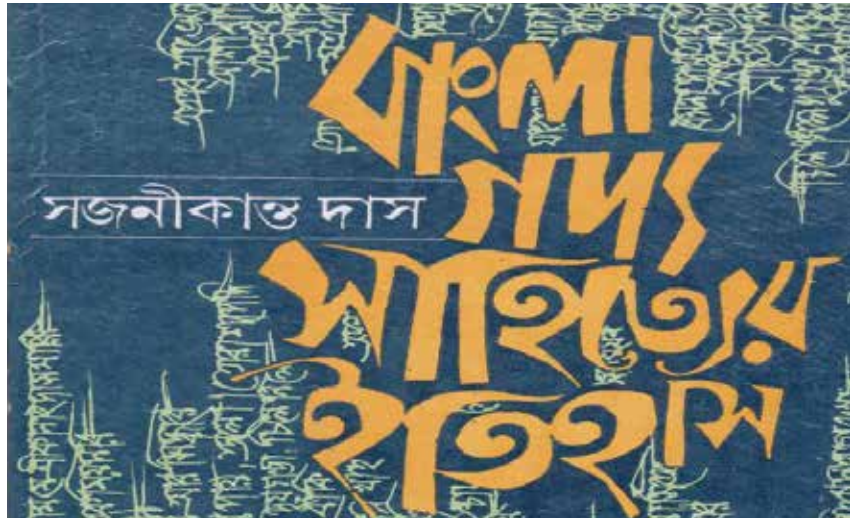
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# KNOW ABOUT YOUR KNEE

Dr. SANTOSH KUMAR, the orthopaedic and joint replacement surgeon from Kolkata, continues his conversation about your Bone and Joints problems.



## Question: What is the treatment of knee arthritis?

Dr Santosh Kumar :- Initial stages are treated with activity modifications, exercises but once objective symptoms like bending or stiffness develops, knee replacement is the only option. Knee replacement is actually knee resurfacing in which, the worn out cartilage surfaces are replaced with a new prosthetic surface. So knee replacement is knee re-surfacing and re-alignment.

## Question: What is the best implant for knee replacement?

Dr Santosh Kumar :- Well there is nothing called best implant. All international implants are equally good. The results are completely dependent on precision and technique hence they are dependent on the surgeon and the team. Its all proper mechanics that gives predictable results.



## Question: How is the recovery after knee replacement?

Dr Santosh Kumar :- One starts walking with support from the next day of knee replacement. We normally use a walker for mobilization. By a couple of days one starts going to washroom, sitting on commode and by time of discharge, one is able to climb few steps stairs with help. One has to do muscle strengthening and knee bending exercises to regain

muscle strength of the knee muscles. One should be able to join office by a month or so but full recovery takes a couple of months.

## Question: What factors determine the results?

Dr Santosh Kumar :- Well it's the surgical precision, technique, good pain control and the motivation and the efforts made by the patient all very important.



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# Steeper Traffic Fines For Motorists In Kolkata



Yash Agarwal

The Central Government introduced the Motor Vehicles (Amendment) Bill in 2019 with the objective to bring about more transparency and improve road safety. While there were many changes which were welcomed by motorists such as a transparent registration system of vehicles and cashless treatment for accident victims, however, the steep revision of traffic fines have left the motorists extremely unhappy. In fact, if truth be told, there are a few traffic violation offences which now command ten

times the amount as penalties in comparison to what was earlier imposed for the same offence.

"I have been working in the Kolkata Police Traffic Department since 1999, and the minimum traffic fine then amounted to INR 50," said an inspector of the Kolkata Traffic Police who wished to remain anonymous. "After that, the minimum traffic fine was increased to INR 100 in the following couple of years and had remained the same for almost the next two decades, until now."

While this steep rise in traffic





finer has caused frenzy among the general motorists, however, the Government has defended this move by stating the need for greater road safety as the sole reason behind it. And while the Motor Vehicles (Amendment) Bill was passed in 2019, it was as recently as February 2022 when the bill was implemented in West Bengal. "I think it's fair for the penalties to be hiked now though it could've been done earlier or more gradually for the public to get used to it", commented the Kolkata Traffic Police inspector.



### EXCESSIVE FINES

The previous traffic penalty structure was more reasonable and easy on the pocket of the motorists. The maximum fine amounted to around INR 2000, with only a handful of offences that saw the driving license being suspended and the offender jailed. Additionally, any repeat offence didn't command a higher penalty, which perhaps incited some carefree motorists to disregard the law consistently. However, the revised traffic fine structure commences at INR 500, which is just the start.

Traffic violations like not wearing seatbelts or not wearing a helmet for motorcyclists now attract a fine of INR 1,000 - a ten-fold increase over the previous penalty of INR 100. Until last month, if a motorist was

found violating the speed limit, they were fined INR 300, and the penalty remained the same regardless of the repeated instances. But now, that fine has shot up to INR 1,000 for light motor vehicles, INR 2,000 for heavy vehicles for the first offence and the penalty doubles to INR 2000 and INR 4000 respectively, in the event of a repeated offence.

The trouble with the old structure was that the penalties for traffic violations were minuscule for the general motorists to bear. For instance, some motorcyclists didn't mind being fined INR 100 for not wearing a helmet, on occasions even repeatedly, instead of abiding by the



law. But the revised traffic fine regime, which increases the fine amount by ten-fold, will now compel the casual motorists to pay heed to traffic rules and compel them to abide by the law. While the general motorists have heavily criticized the steep revision of traffic fine, however, these excessive penalties will certainly boost traffic rule compliance.

### **AWARENESS BEFORE IMPLEMENTATION**

As per the data sourced from the Kolkata Police Traffic Department, the number of road accident cases registered in 2015 stood at 3,739 comprising a death count of 422. Three years later, the number of traffic cases amounted to 2,456 with 294 circumstances of death by accident. That's a decline of over 30 percent in both counts, courtesy of awareness programs being implemented by the Kolkata

Traffic Police. The "Safe Drive Save Lives" campaign became one of the most successful initiatives by Kolkata Police Traffic Department, which also saw traffic officials educating the motorists during their waiting time at various traffic signals.

The city was brimmed with posters and roadside hoarding with captions reading 'speeding kills' and 'always wear a helmet' urging motorists to be more responsible. The police department also utilised social media platforms like Facebook and Twitter to create awareness among the tech-savvy youths of the city. Even movie complexes throughout the city played video footage to create awareness among the general motorists.

Manas Mishra, a 23-year-old resident of Sealdah, commutes to the Calcutta Stock Exchange daily. Finding a parking spot in that area is equivalent to finding a treasure. Hence, Manas has to make do by stationing his car along with several others in a supposed no-parking lane nearby. The young business executive has been doing that for years and never faced an issue until last month, a message alert from the Kolkata Police Traffic Department made him realise he needs to alter that habit. "It was while returning from the office that day that I received this SMS on my phone that my vehicle was parked in a no-parking lane and I had to pay a fine for it online, with a link attached to it. Though I was initially annoyed for being fined, however, I was content that at least my car's tyres weren't clamped or I wasn't harassed by a traffic police official on the road during my office hours".



## INCREASED FINES TAKE DOWN PUBLIC TRANSPORT

The implementation of Motor Vehicles Amendment Bill saw widespread outrage from motorists across the country, specifically stating discomfort with the revised fines. In 2022, West Bengal Transport Minister Firhad Hakim witnessed a similar outburst but from several commercial transport unions such as private buses, taxis and online cabs.

Six representatives of such transport unions wrote a letter to the Transport Minister stating the new traffic penalties 'not be implemented' and the Government should instead consider lending 'financial support' that will aid the commercial transport industry to survive the onslaught of the pandemic.

"How will we pay such steep fines when we don't have enough money to bring operate our buses profitably?" asked Rahul Chatterjee of the All Bengal Bus Minibus Samannay Samiti. "The Government must be aware of how buses across several routes have stopped plying because the business is no longer profitable. In such a situation, who can pay these hefty fines?" The minister is yet to respond on the matter.

## PHYSICAL DOCUMENTS ARE STILL A MUST IN THIS ERA OF DIGITISATION

A notification dated December 23, 2021 was circulated by the Transport Department of the West Bengal

Government. It referred to the advisory released by the Central Government's Ministry of Road Transport and Highway, asking all states and union territories of the country to accept documents presented digitally via the Digilocker or mParivahan app and notified both the traffic authorities as well as motorists about the same.

The notification clearly mentions that electronic records available on either Digilocker or mParivahan platforms are deemed to be legally recognised at par with the original documents as per the Information Technology Act 2000 provisions. Even in the case of vehicular insurance, the circular further states that the requirement of a hard copy won't be necessary if the vehicle's registration details on either digital platform contain the validity details of the insurance policy.

In case of a traffic violation by a motorist, the notification clarifies that there is no requirement of physical seizure of driving-related papers, provided the enforcement agency can reflect the impounding directly on the VAHAN/SARATHI database electronically through the 'eChallan' system.

However, upon enquiring about the need for producing physical documents, another traffic inspector, who also wished to remain anonymous, advised motorists to continue carrying physical documents. In the event of regular checking and verification at check posts or nakas, the digital

documents showcased on the digital platforms will be accepted by the Kolkata Traffic Police, however, in the event of a traffic violation, the motorists will be required to produce physical documents to traffic

authorities for necessary action and legal proceedings.

***All photographs published are for representational purpose only***

KOLKATA TRAFFIC POLICE			
Revised Traffic Fines W.E.F. 24.01.222			
Violation Description	Old Fine	New Fine	
		1st Instance	2nd Instance
Non-possession of Driving License, Certificate of Fitness, Permit, Insurance	INR 500	INR 500	INR 1500
Driving with an ineffective and invalid license	INR 500	INR 5,000	
Driving by person disqualified for holding/obtaining Driving Licence (DL)	INR 500	INR 10,000	
Over-speeding	INR 300	INR 1,000 (for light motor vehicle)	INR 2,000 (for light motor vehicle)
		INR 2,000 (for medium and heavy passenger vehicle)	INR 4,000 (for medium and heavy passenger vehicle) + Driver's DL will get impounded
Dangerous driving	INR 1,000	INR 5,000	INR 10,000 (If committed within 3 years of previous offence)
Rash Driving/Speed Trials	INR 1,000	INR 5,000	INR 10,000
Violation of road safety standards, noise and air pollution	–	INR 10,000 + DL suspension for 3 months	
Plying vehicle without valid vehicle registration	–	INR 5,000	INR 10,000
Plying vehicle without valid Certificate of Fitness	–	INR 10,000	
Plying vehicle without valid permit	–	INR 10,000	
Carrying extra passenger in transport vehicle	–	INR 200/excess passenger + offloading of said passengers and arranging alternate transport for them	
No Seatbelt	INR 100	INR 1,000	
No Helmet	INR 100	INR 1,000 + DL suspension for 3 months	
Violation of safety measures for two-wheeler riders	INR 100	INR 2,000 + DL suspension for 3 months	
Use of horns in silence zones	–	INR 1,000	INR 2,000
Absence of third party insurance	–	INR 2,000	INR 4,000





# The Language of Change



Tarun Goswami

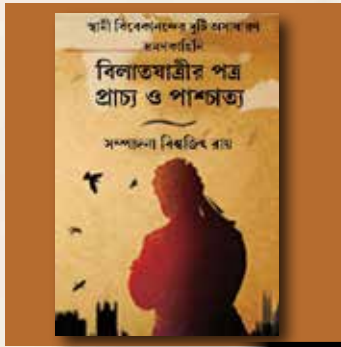
According to the story of the Tower of Babel in the Book of Genesis of the Bible, once upon a time all the people in this world spoke the same language and they aspired to build a tower to reach unto Heaven. However, God decided to confound their language so that they could not complete what they had set out to achieve. With each speaking different language they were scattered on earth and could not return to each other.

In modern times we have witnessed nations and states emerging on basis of language movements. The Language Martyrs, who sacrificed their lives for upholding their mother tongue on February 21, 1952, had laid the foundation for the emergence of Bangladesh from the shadows of Pakistan in 1971. Though majority of the people of East Pakistan spoke Bengali, the government tried to impose Urdu as the national language. The police had opened fire on a procession comprising students and people from other walks of life in Dhaka leaving five people dead. Today, February 21 is celebrated as Bhasa Divas by both sides of the border - Bangladesh and West Bengal while UNESCO has declared it as the International Mother Language Day.

But language is also dynamic which see gradual changes creeping in over decades and centuries. Similarly, Bengali has seen a great many changes with the breach between the language of Plebian and that of written word, citadel of the educated mass disappearing over the century. It was Swami Vivekananda who first advocated the use of



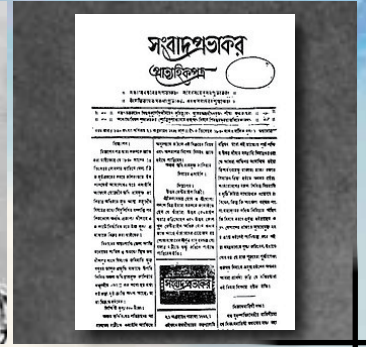
modern, colloquial Bengali language in an essay published in *Prachyo O Paschatyo* written in 1899. His approach was appreciated by none other than Rabindranath Tagore who urged the great scholar, Dinesh Chandra Sen to go through the article in order to fathom the forcefulness of the colloquial language in print.



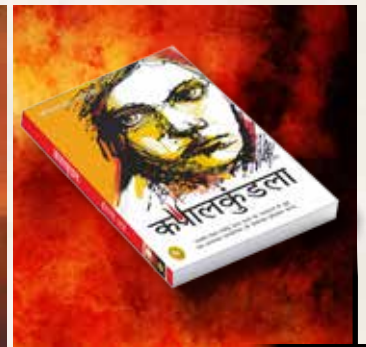
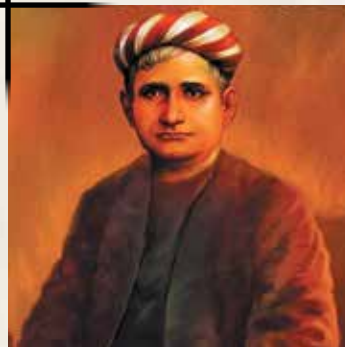
Tagore wrote to Sen "If you are yet to read the article on Bengali language by Swami Vivekananda in *Prachyo O Paschatyo*, please read it. He has demonstrated the potency of the colloquial language." Vivekananda who followed both the modern and traditional style in his essays had predicted that "the language of Calcutta will be the language of the future." Though Bengali is spoken in both Bangladesh and West Bengal there are subtle differences in the language spoken in various districts and



Kolkata. The old enmity between Ghoti and Bangal stretches also to the language spoken by the two sides. For long, denizens of northern neighbourhoods of the city have been denigrated for their distinctive lexicon.



Prior to Vivekananda, Kaliprasanna Singha had written *Hutom Pechar Naksha* (Sketches of the Screech Owl) in 1861 in colloquial Bengali which came to be known as *Hutomi Bangla*. But his writing was not appreciated by the intellectuals in Bengal who labelled it as "obscene." Bankim Chandra Chattopadhyay had severely criticized *Hutom Pechar Naksha* in a magazine published by Presidency College calling its style "poor and obscene."



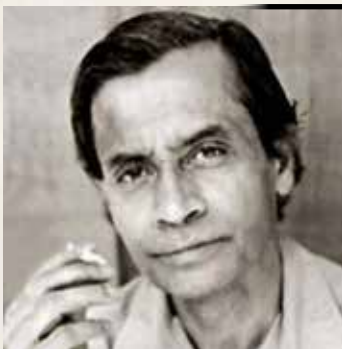
Over the years Bengali language has seen many changes. There was a time when the style employed by Iswar Gupta, Editor of *Sangbad Prabhakar*, was considered to be the model. Again, Bankim Chandra in *Durgeshnandini* and *Kapalkundala* employed a completely different style from Babu Britanto or Krishnakanter Will where he had used less ornamental language. In those days the language of thought was not that of expression. The wide chasm between the spoken and the written word meant for the educated people who formed a class unto themselves, still dominated.





Chattopadhyay said: "One should write the way he or she thinks. The children are taught to follow this style from their childhood and when they grow old they follow this unique style. In addition to

It was Tagore who completely demolished this breach and in his short stories he resorted to use of colloquialism. This new lexis influenced the authors of his next generation – Manick Bandopadhyay, Tarashankar Bandopadhyay, Bibhuti Bhushan Bandopadhyay and poets like Buddhadeb Bose, Premendra Mitra and Sajanikanta Das. Though Buddhadeb Bose and Premendra Mitra belonged to the Kallol era and tried to distance themselves from the style of Tagore, but yet unconsciously they followed Tagore in writing. Samaresh



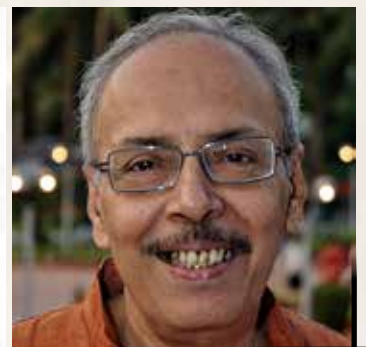
Basu's Prajapati not only stirred up a controversy and legal suits but also marked the beginning of adulthood for Bengali written word.

"Bengali language over the years has undergone substantial change, becoming reader friendly and this has actually gathered a new momentum in the 1990s" said Joy Goswami. He believes that the language is now smarter and free from unnecessary narration. "It is crisper with the younger generation writers following a style which is both bold and lucid."

Another noted litterateur Sanjib



change in the style of language, it has become more analytical and candid." Over the years many English words have made their presence felt in the Bengali vocabulary to which purists have objected. But Sirshendu Mukhopadhyay does not see any harm in using English terms. "It shows that our mother tongue has become international. The modern youths speak in mixed language and it will be wrong to depict them in short stories or in novels employing a style alien to them."





# 'CAR'TOONS

## No Laughing Matter



Pradeep Goptu

We hardly see any original cartoons in newspapers or magazines these days. If anything, we get to see comic strips - mostly based on foreign characters. Till the 1940s, English language publications in this city used to reprint foreign cartoons and quite a few of them centred on cars. Being a cartoon addict, I share with you some favourites from my collection.

### WATCH OUT!

Cars tended to scare other road users in the early days. That's understandable- they were faster than anything else of the road, tended to make a racket and in the hands of bad drivers, could go out of control.

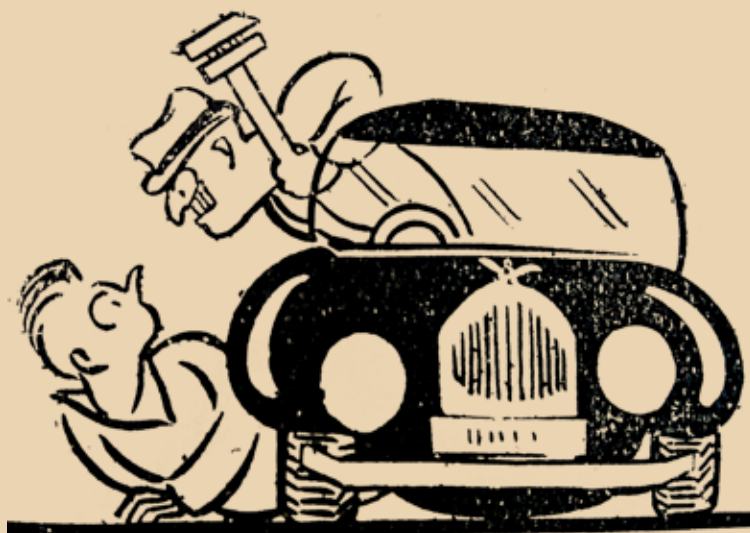
### Hands Off

I find the image of the flabbergasted

motorist sitting helplessly as his ancient car runs over animals and objects on a street both hilarious and frightening. Humans and pets flee in terror while the driver sits like a statue in the midst of chaos.

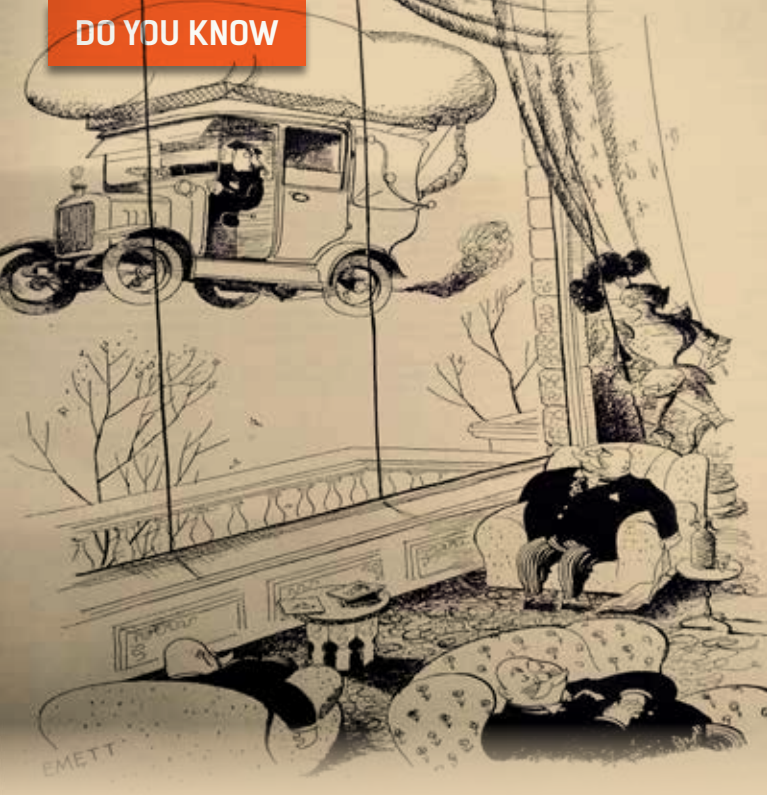
### Jaywalker

Some cartoons are still relevant. Witness our angry motorist, furious with the pedestrian who appears to have got in his way. In fact there was a



law to take action against "jaywalkers"- people who walked on the road obstructing the flow of cars. However, I don't think anybody in our city has ever heard of it!





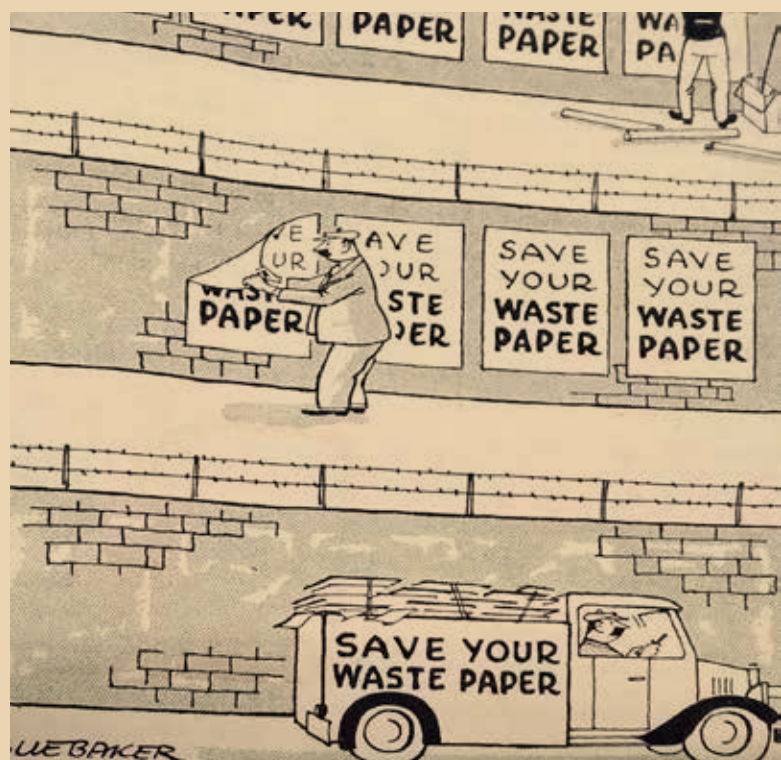
## WORK AND PLAY

### Floating taxi

Petrol shortages and rationing are distant memories today but at one time, vehicles with coal gas bags were not uncommon. The joke was that the gas would make them float away, as a fuel gas was expected to be lighter than air. The cartoon from a 1930s city club magazine shows a taxi hovering in the air as it expectantly waits for somebody to get up and catch a ride home.

### Workhorse

When people are stupid enough to put up environmentally destructive posters urging you to 'save paper' (or do something equally good for the environment), removing them is the only answer. The cartoon with the waste paper loaded pick-up is as relevant today as it was in 1935. Remember, at this time, cars were the only small pickups then. There were very very few small cargo carriers.

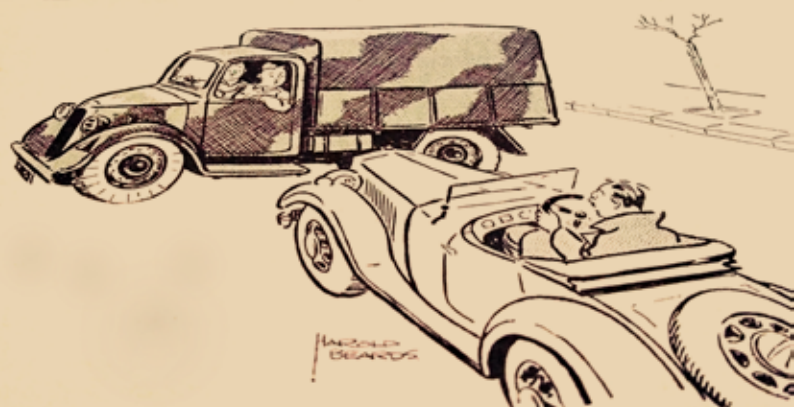


## WAR GAMES

Armed forces have multiplied their efficiency using motorised transport, but for civilians, it's not always a cake walk.

### Camouflage

Armies aim to paint their vehicles in ways that are expected to make them less visible. Have they been successful? I have always found these efforts funny and the cartoon, featuring a powerful sports car nearly in a collision with a so called camouflaged army vehicle, reflects this mood.

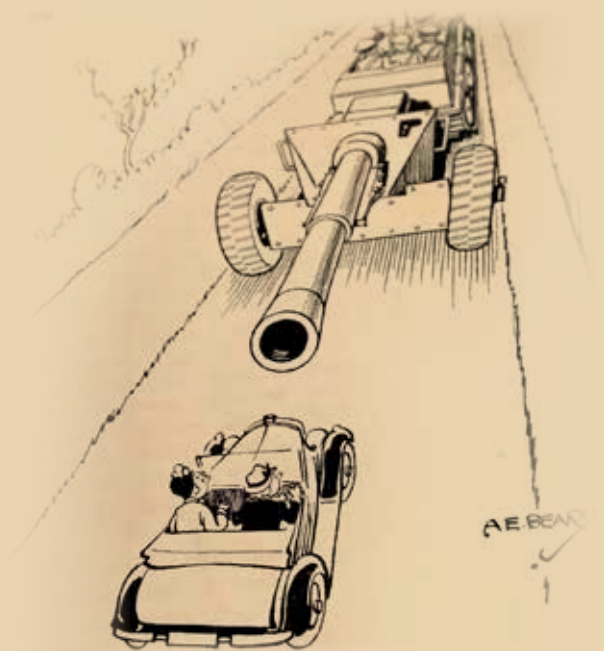


*"Didn't you see us?"  
"Well, I'm not supposed to, am I!"*



### Traffic jam

Before every Republic Day parade, even today, residents close to the parade route experience the dislocation caused by lumbering military gear and equipment trundling along roads. The cartoon of a nervous couple following an enormous cannon facing their way is one of my favourites. I can almost hear them whispering: "I hope it's not loaded".



### YOUR CAR IS YOUR VISITING CARD

#### Lift seeker

The smart pedestrian looking for a lift to work on a rainy day is common sight. The 1940 cartoon shows such a negotiation in progress, between a well dressed commuter and the starchy driver of a equally grand Rolls-Royce. I think this was printed in the days of petrol rationing when the government actually encouraged all cars to give lifts to people to optimize use of available petrol.

#### The boss' car

A Second World War (1939-45) era cartoon, it was usual to have lookouts on rooftops to alert office goers of

possible attacks by enemy aircraft. We witnessed this in the city in 1971, during the Bangladesh War of liberation. The humour here, of course, is that the lookout is more interested in alerting office staff to get back to their desks as the car carrying the boss is turning the corner.



### ENDNOTE

The great cartoonists in English and Indian language publications have mostly passed away. In any case, today's visuals are hardly on cars. The current focus, I am told, is on the mobile phone. That's sad in more ways than one.



# Cheers to Clubbing!

 Sarojesh Mukerjee

**I**t has often been remarked that the sun may have set on the British Empire, but not yet on clubs in Calcutta.

This is not to claim that all our Clubs are still blazing mid-firmament for we have quite a variety. There is, for example, the Establishment Club, the Club that believes that it is the Establishment Club, the Country Club, the Country Bumpkins' Club, and a host of others devoted to various sports, many of whose members are well known for their sportsmanlike sprints to the Club bars at speeds that would shame professional athletes.

What is not observed or at least, commented on, very frequently are the almost infinite capacities of these

Clubs to cheer, not necessarily by design.

For instance, I went to a club at a time last year when the Government had permitted the sale of alcohol to members for consumption at home. But the fear of contracting COVID by venturing out was still high then, and I found three gents were sitting at the counter, recumbent and dreamy in manner of a station master of a distant Himalayan outpost where trains arrive once a summer or similar.

Rousing them from their deep and restful slumber to convey the purpose of my visit didn't take long, and the delight in their faces at the once-a-season train having turned up was a joy to behold.



**Then, the conversation went something like this:**

I: What do you have for sale?

1st gent, pointing to crates of bottles on the floor inside the counter area: There.

I: How can I see what's inside?

2nd gent: That's true.

I: So, what now?

1st gent: I can bring them all up on the counter now.

I: That'd take a lifetime!

2nd gent: That's true.

I: So, what now?

3rd gent: We may have a price list.

I: So show it to me.

3rd gent: But we may not have it here.

I: So what use is it then to me?

2nd gent: That's true.

3rd gent, in manner of Newton when the apple fell: If you tell us the brands you like, we can see if we have them and put them on top of the counter!

I: Let me just go inside and look at what you have.

1st gent: Excise rules do not permit that.

2nd gent: That's true.

I: OK, do you have X, Y & Z?

1st gent: I'll look, yes we have Y.

I: You really don't have X & Z?

3rd gent: We had but yesterday a member took them all away.

I: Members can come in and just take away whatever they want?

3rd gent: No they have to pay.

2nd gent: That's true.

I: OK, give me a bottle of Y.

1st gent, pointing at a particular bottle with a hopeful expression: OK Sir, and please take one of these.

I: Why? Do I look old, or like a monk?

1st, 2nd & 3rd gents in shocked unison: No, No, no, Sir!! It's just that we have too many of those and nobody is buying them.

I: Ok, what's the damage?

3rd gent: There's no damage.

2nd gent: That's true.

I: I meant, how much do I have to pay?

3rd gent: I'll check in the price-list. Er, Its Rs Q.

I: So you had the price list here then all this time?

3rd gent: Yes.

I: So why didn't you show it to me when I asked for it?



3rd gent: Because the sales aren't updated and so something may be on the price list but not actually available.

2nd gent: That's true.

I: It would have still helped, anyway here is Rs Q (as I was fishing out money from my wallet).

1st, 2nd & 3rd gents pole-vaulting in unison again towards unseen target: Please, no Sir!

I: You are giving these away for free?

1st gent: No, we are not taking cash.

I: Why not?

1st gent: Because Corona can be transmitted through currency notes.

2nd gent: That's true.

I: I see. OK then charge it to my account.

3rd gent: No, we can't do that.

I: Why not?

3rd gent: Management order.

2nd gent: By now, you can guess what he said.

I: So how shall I buy these then?

1st gent: You can pay by card - credit or debit.

I: And those are Corona-proof?

3rd gent: We don't know.

I: Can you ask your management?

1st gent: Actually Sir they are all sleeping now.

I, handing over my card: Please charge it.

3rd gent, handing back the card and the package: Thank you Sir, please come again.

I: As soon as I finish this bottle, and I wish you uninterrupted and restful slumber, Good Night!

1st, 2nd & 3rd gents, united in the alarming thought that I must have already copiously consumed what I had come to buy: But it is afternoon now, Sir!



Whereupon I conveyed my grateful thanks to them for the correction and left, basking in the happy thought that God be thanked for interludes, characters and institutions like these which I think can only exist in Calcutta in all the wide open world!

On another occasion close to the Pujas last year, I drove to another club in my ancient and rattling jeep and was promptly asked by a security guard about what supplies I had brought and for which department.

Just as promptly I replied that I had come to Demand, not Supply. 'Demand what and from whom?' asked the gent, his eyes having shot up in fright to his forehead and I was about to name a political party or a local Durga puja, but better sense (in the form of apprehension of cancellation of membership) prevailed and instead I replied in the gravest of tones that I could muster: 'I demand to see a Higher Up.'

'Whom?' he queried and I said, 'Oh I don't know - maybe the Swimming Pool guy sitting at his table by and high above the water?'

A moment of reckoning followed, and then wide smiles led to an amicable resolution of The Crisis at the Gate.

I'll close with a particular account of that common character in all clubs - the Club Bore, the mere mention of whose name can empty rooms. In one of my clubs there is the usual such, only slightly acquainted with me and deeply in love with himself and the idea of everybody clamouring for his company, whom I meet occasionally when without exception and for no reason, he exclaims, 'Let's chat sometime but no time today - X, Y and Z are waiting for me!'

I usually put up a wan smile in the hope that my delight isn't too apparent, but on one day for no good reason - or for the reason of long-brewing desire to give something back - I told him, 'No problem, some other day then' at which his face visibly brightened, after which I continued 'Just spoke to X, Y and Z before they teed off for a long game.' I didn't stay back to notice whether his expression had changed but he hasn't waylaid me since with the promise of an agony-session!

So you see, far from being stuffy bastions of outmoded behaviour and rituals, most clubs in Calcutta are brimming with unintended hilarity. We need only tickle the surfaces for those cheers to burst forth!





# To The Land of Kapalkundala



Team WHEELS

Bankim Chandra Chattopadhyay's Kapalkundala has captured the imagination of several generations. Published in 1866, it is a story of a forest-dwelling girl named Kapalkundala, who fell in love with and married Nabakumar, a young gentleman from Saptagram. Following the success of Chattopadhyay's first novel Durgeshnandini, he decided to write about a girl who is brought up in a remote forest by a Kapalik (tantrik sage) and never saw anyone but her foster-father. The story is set in Dariapur, Contai in modern-day Purba Medinipur district in West Bengal where Chattopadhyay served

as a Deputy Magistrate and Deputy Collector. So when my publisher suggested that we check out this new property in Dariapur called Mrinmoyee Kutir Village Resort, my happiness knew no bounds. With my bags packed and accompanied by members of Team WHEELS, I set off on a journey to the land of Kapalkundala.



**155** km distance  
from Kolkata  
**4** hours  
driving time  
**2** days  
trip duration



## ROUTE

Set your trip meter to '0' and begin your drive from the Vidyasagar Setu Toll Plaza. Drive through Kona Expressway to meet National Highway-16 (NH-16) taking the left diversion at its end. Once you are onto the NH-16 (also known as Bombay Road), the highway being a 3+3 lane drive, offers an extremely pleasurable driving experience. Keep following NH-16 via Andul, Dhulagori Toll Tax Plaza, Uluberia, Bagnan until you reach Kolaghat Bridge. Slow down after crossing the bridge to take the left turn just before the flyover across NH-16 and head towards Nandakumar by NH-41.

On reaching the huge traffic roundabout at Nandakumar, take the third exit to your right, leading towards Contai and Digha by the State Highway-4 (Also referred to as Digha Road). While driving on the Digha Road, be extremely careful of the high speed buses recklessly coming from the opposite direction and give them the right of way.

Continue driving on the Digha Road and cross Chandipur, Nachinda until you reach Contai. You will spot a



signage before a bifurcation stating that one road is heading towards the Contai town while the other leads towards the Contai Bypass. Enter the Contai town and drive straight till you arrive at Rupasri Cinema Hall. From this point, you need to take a left u-turn. Keep driving straight until you reach Mukundapur Bazaar. Turn right from here and proceed straight for about 500 metres before taking a left turn from Bhabani Morh. Keep driving straight on Kapalkundala Mandir Road until you cross Kapalkundala Mandir on your left. A short drive from here will bring you to Dariapur Lighthouse which will be on your left. The destination - Mrinmoyee Kutir Village Resort is located bang opposite the Dariapur Lighthouse on your right.







## MRINMOYEE KUTIR VILLAGE RESORT

Inaugurated in November 2021, Mrinmoyee Kutir Village Resort is a brand new property situated only a few kilometres away from Contai Rupasri Bypass and Contai Railway Station. This resort has been thoughtfully created based on the theme of Bankim Chandra Chattopadhyay's novel Kapalkundala.

This beautiful property has four rooms – Kapalkundala (3 bed room), Nabakumar (3 bed room), Mrinmoyee







(2 bed room) and Paddaboti (2 bed room). Each of the rooms has been tastefully designed by architect Biswajit Jana. The rooms are clean and the extensive use of bamboo and jute both on the exterior and interior lends an earthy touch. The beds are comfortable, the bed linens are neat and the washroom is clean, equipped with a geyser. Each of the rooms has a private seating area just outside the

entrance of the room with chairs and table made from bamboo.

The property has a lush green lawn, a break out zone with music system that can comfortably accommodate





up to eight guests for a private party, a cosy dining hall by the side of a huge pond, and ample area within the premise for the guests to enjoy a relaxing walk. The staffs are friendly and helpful.

If you are looking for a place to spend your time in tranquillity, away from the hustle and bustle of the city and close to the nature, then Mrinmoyee Kutir Village Resort is a perfect match for you. There are food packages available which can be customised as per your choices, details of which are mentioned in the information box below.



### **MRINMOYEE KUTIR VILLAGE RESORT**

**Opposite to Dariapur Light House  
Dariapur, Purba Medinipur  
West Bengal – 721442**

**Phone:** 8710045662

**Email:** mrinmoyekutir@gmail.com

**Check in:** 12 Noon

**Check out:** 11 AM

#### **Room Rent:**

- ▶ 3 Bed Room – INR 2,500 per night
- ▶ 2 Bed Room – INR 1,800 per night

#### **Food Packages:**

- ▶ Breakfast, lunch (fish), evening snacks and dinner (country chicken) – INR 600 per person
- ▶ Breakfast, lunch (fish), evening snacks and dinner (mutton) – INR 750 per person
- ▶ Breakfast, lunch (fish), evening snacks (chicken pakora) and dinner (fried rice and chilli chicken) – INR 800 per person
- ▶ Arrangements for open air barbeque and preparation of tribal bamboo chicken can be made with prior notice







## PLACES TO VISIT IN THE VICINITY

### Bankiput Beach

The approach road is quite picturesque, passing through a red murram road with a canal on the left and an earth embankment on the right. The exact entry point to the Bankiput Beach is marked by a dirt road leading up on the earthen embankment to the right and meeting the beach which lay across the embankment.

The first thing that strikes you is that the sea beach is sparkling clean. The light yellow sand contrasts with the green casuarinas trees which sway over the embankment. During high tide, the increasing surge of waves leave the beach appearing to be narrower while at low tide, the water recedes away farther, leaving behind the grayish-yellow rippling sandy beach and the red crabs, merrily dancing away before

disappearing in the sand. A dense casuarina forest dots the actual sea beach lying between the boulders. A flight of concrete steps descending through the dyke, spread over a few metres and merges with the water.

A strong wind blew incessantly while we sat on the earthen dam beneath the casuarina trees. A few huts of the locals and fishing boats of various hues, some anchored at the beach while others sailing away – gave us company on the serene and secluded beach.





### Kapalkundala Temple

While driving to Mrinmoyee Kutir Village Resort, you must have spotted a prominent Shiva temple on your left on Kapalkundala Road. It has a small concrete shade in front with the statue of Bankim Chandra Chattopadhyay. Park your car near the temple premises and walk about a 100 metres inside the Dariapur village to find the actual Kapalkundala temple which resembles the description sketched by Bankim Chandra Chattopadhyay in his novel of the same name.

The temple is a private property. The owner Bhudeb Chandra Jana who resides near the temple acceded to



our request and unlocked the doors to the temple. According to him, in 1860, Bankim Chandra Chattopadhyay, the then Deputy Magistrate of Negua subdivision, had stayed at a bungalow close to this Dariapur Kali temple which was then in the middle of the dense forest. The Rasulpur River once flowed close to the temple but has now receded.



According to legend, a kapalik (tantric sage) brought a young girl, Kapalkundala to be sacrificed in order to appease the goddess Kali at this temple. According to Bhudeb Chandra, the novelist often visited the temple on a horse, to meet the kapalik. The kapalik had given a medicine for the Bakim Chandra's brother who then recovered from a serious ailment. He later came back to express his gratitude to the kapalik.

The State Heritage Commission along with Zilla Parishad restored the dilapidated temple a few years ago. Presently, the renovated temple stands inside a walled complex while the garden remains neglected. At present, there is no deity since the idol of Goddess Kali, made of metal, was stolen long back.



## DARIAPUR LIGHTHOUSE

You would come across very few functional lighthouses in India. Surprisingly, Dariapur Lighthouse is one of the few operational ones which continue to signal the approaching ships, boats and trawlers. Located a kilometre away from the Kapalkundala temple, it is situated bang opposite to Mrinmoyee Kutir Village Resort.

Originally, a 60 feet high steelmast was erected in 1943 at the site, on which a wick lamp used to be hoisted under the supervision of local port official. Subsequently, DA gas equipment with sun valve, replaced the wick lamp. The construction of the present RCC Lighthouse tower was completed in 1968.

The lighthouse now has a 230V 70W metal halide lamp and low maintenance batteries charged by photo voltaic modules. The system was commissioned in March 1999. The elevation above mean sea level of the lighthouse is 30 metres with a visibility range of 19 nautical miles.

This 75 feet high property is under Ministry of Shipping, Department of Lighthouse and Lightships. It remains



open between 3 pm and 5 pm every day. There is an entry ticket of INR 10 per person. It offers a rare view from the top overlooking Mandarmani, Tajpur, Digha and Ganga Sagar Islands on a clear and bright day.







### DESHAPRAN FISHING HARBOUR – PETHUAGHAT

Pethuaghat held the surprise treat of our trip. Home to India's seventh largest fishing harbour – the Deshapran Fishing Harbour had about 200 colourful trawlers getting ready to sail. Located approximately 1.5 km away from Mrinmoyee Kutir Village Resort, Deshapran Fishing Harbour at Pethuaghat in Contai is where Rasulpur River meets the Bay of Bengal. It looks spectacular like a painting done with myriad hues.

The mechanized wooden trawlers anchored at the harbour are all painted deep orange, flying the Indian tricolour at mast. According to fisheries department, the harbour is home to nearly 300 mechanised fishing vessels as well as 150 traditional boats, engaged in fishing. It was inaugurated by Governor M K Narayanan in 2010 to provide a major boost to marine fishing. Pethuaghat by the Rasulpur River has been a fishing harbour for years, owing to the availability of adequate navigable depth during tides and proximity







to rich fishing grounds but it is only recently that the government with funds from the Centre improved upon the facilities. This active harbour gives a first-hand learning experience about coastal fishing.

Basudev Bhuiya, an experienced hand at the harbour, shared that the trawlers, fitted with wireless systems for their safety, set out for fishing in deep sea with each trip generally extending over 7-8 days. Each boat has around 12-14 fishermen onboard. Interestingly, apart from the driver of the boat, all other staffs are salaried ranging between INR 10-12k per month. The drivers are generally hired at 10% commission on the catch in order to motivate them in making the trips successful. Generally a driver won't return to the harbour till the catch is satisfactory with 5-6 tons of fish that would fetch at least INR

5-6 lakh at the auction. The boats on return, take a day to unload the catch and reloading ice for refrigeration at the harbour before going back to the sea the very next evening during high tide after refuelling and loading the ration for the next trip.

The Pethuaghat harbour mainly has three jetties and facilities like auction hall, net mending shed, an engine workshop, dormitory for fishermen, a petrol pump and a canteen - all located inside a huge walled complex. The unloaded fish stock is mainly transported to Digha for auction.

Masnad-e-Ala of Hijli, a sufi shrine, is located on the opposite bank of the harbour which can be accessed by hiring a country boat from the harbour.



### ROUTE MAP KOLKATA - MRINMOYEE KUTIR

DISTANCE (km)	DIRECTIONS	ROAD NAME	ROUTE DESCRIPTION
0.0		VIDYASAGAR SETU TOLL TAX PLAZA	Set car's trip meter to "0". Pay toll tax of Rs.10/- and enter Kona Expressway.
3.3		Kona Expressway	Go on to the bridge
4.3		Kona Expressway	Cross Santragachi Railway Station on left and continue forward
5.7		Kona Expressway	Go under the bridge
7.7		Kona Expressway	Follow the road on your extreme left connecting NH-6. (Do not take the fly-over straight to NH-2)
8.3		NH-16	Take soft left and meet National Highway 6.
13.5		NH-16	Cross Andul intersection and proceed forward
17.2		NH-16	Pay toll tax at Dhulagori Toll plaza and proceed forward
32.1		NH-16	Uluberia ESI Hospital on right – proceed straight
35.7		NH-16	Azad Hind Dhaba inside a petrol pump on left. Proceed forward
47.1		NH-16	<b>Bagnan</b> Crossing. Proceed forward
55.2		NH-16	Go over <b>Kolaghat Bridge</b>
57.1		NH-16	Sher-e-Punjab Dhaba on right. Slow down to turn left
58.3		NH-41	Turn left to leave NH-6 and enter NH-41 to proceed towards Nandakumar and Digha
60.7		NH-41	Kolaghat Thermal Power Station on left. Proceed forward towards Nandakumar
73.5		NH - 41	Pay toll tax and proceed forward

### ROUTE MAP KOLKATA - MRINMOYEE KUTIR

DISTANCE (km)	DIRECTIONS	ROAD NAME	ROUTE DESCRIPTION
87.6		NH - 41 Nandakumar	Reach <b>Nandakumar</b> traffic roundabout. Take right into Digha Road (SH-4) going towards Contai and Digha
94.0		Digha Road (SH - 4)	Go on to Matangini Bridge on Haldi river and proceed towards Contai
96.9		Digha Road (SH - 4)	Go over a railway crossing. Proceed straight by the Digha Road towards Contai
100.3		Digha Road (SH - 4)	Chandipur market – proceed forward
128.1		Digha Road (SH - 4)	Nachinda Mandir on left – proceed forward
138.8		CONTAI RUPASRI BYPASS	Enter Contai Town
139.2		CONTAI RASULPUR ROAD	Cross Rupasri Cinema on right and take inverted left Y turn
142.4		CONTAI RASULPUR ROAD	Cross the local bazaar and keep driving straight
145.5		CONTAI RASULPUR ROAD	Mukundapur Vivekananda Mission School on the right
146.5		CONTAI RASULPUR ROAD	Turn right from Mukundapur Bazaar
147.0		PETUAGHAT ROAD	Take left from Bhabani Morh
150.3		PETUAGHAT ROAD	Take the left road
150.9		PETUAGHAT ROAD	The right road leads to Bankiput Beach. Keep driving straight
153.1		PETUAGHAT ROAD	Turn left from T-junction
153.5		KAPAL KUNDALA MANDIR ROAD	Left road to leads to Kapalkunda a Mandir. Proceed straight.
154.2		KAPAL KUNDALA MANDIR ROAD	Dariapur Lighthouse on the left. Mrinmoyee Kutir Village Resort on the right



# Strawberries, cherries and an angel's kiss in spring

 Arpita Mansata

**T**he words from this popular song have been milling around in my head. Not without reason, we have been fortunate to have very spring-like weather during February, and the markets are flooded with red, juicy strawberries.

As children, we read about strawberries, raspberries and blueberries in the Enid Blyton books we were addicted to. In reality, they were not available in Kolkata markets till the mid-1990s. While having strawberry ice cream or cake, which owed its flavour to artificial food colour and essence, we didn't even realise that what we were tasting was nothing like the real stuff.

I remember tasting fresh strawberries for the first time. A box of strawberries in those days cost anything between 350-400 rupees. Very expensive indeed! The really good strawberries

arrived with guests visiting from Mumbai.

Once I had tasted fresh strawberries, I fell in love with the taste and smell. I had to have some strawberries every winter. You can imagine my delight now that excellent quality strawberries are available easily in Kolkata from December to March.

A few words of caution – never buy strawberries after dark. The deep red colour makes it difficult to see if the fruit is bruised. Don't be tempted to







buy the smaller variety which is often quite cheap. Do buy the bigger red ones. The flavour and taste will make it worth your while.

Strawberries are fantastic just washed, hulled and popped into the mouth. But with a few simple steps, you could absolutely take your strawberry eating experience to another level.

The simplest way would be to wash the strawberries well, hull them, and cut them into thick slices. Sprinkle sugar generously over the strawberry slices, and set the bowl aside for an hour. When you return to it after an hour, you'll see a gorgeous strawberry syrup with softened strawberry slices in it. This is stunning when served with vanilla ice cream or whipped cream. It's visually appealing too. So, in case you're having friends over, impress them by serving this no-cook strawberry syrup with either ice cream or whipped cream in pretty glass bowls.

Strawberries and chocolate is a match made in heaven. Another simple but exquisite way of having



### Chocolate and Strawberry Cheesecake

- 🍓 2 cups of plain sweet biscuit crumbs (Marie or Digestive biscuit)
- 🍓 100 grams of dark chocolate, finely chopped
- 🍓 1 cup of whipped cream
- 🍓 1 cup of cream cheese
- 🍓 ½ cup icing sugar
- 🍓 1 box of strawberries
- 🍓 1 cup regular sugar



strawberries is to wash and carefully dry whole strawberries. Ensure that the strawberries are completely dry, otherwise the chocolate may seize. Melt a bar of dark/milk chocolate and dip strawberries until they are 3/4th covered with chocolate from the tip. Place them on a tray covered with baking paper, and let the chocolate set. Keep in the fridge until ready to eat. I can't resist sharing just one more strawberry recipe with you.



Crush the biscuits finely. Melt butter and chocolate till well blended. Mix the butter mixture with the biscuit crumbs, and press tightly into the bottom and sides of a loose-bottomed tart tin. Put in the fridge to set.

For the filling, beat cream cheese with icing sugar till light and fluffy. Add the whipped cream to it and mix well. Chop strawberries and cook with sugar till it forms a thick sauce. Cool. Once cool, mix  $\frac{3}{4}$  of the sauce with the cream cheese mixture. Pour into the tart shell. Decorate with the remaining sauce. Unmold, slice and serve.

**Happy strawberry feasting!**



FROM THE  
**KITCHENS**  
OF THE  
**NAWABS**

**Oudh 1590**  
Period Dining Experience



# KIA CARENS LAUNCHED IN INDIA

 Joydip Sur

**K**ia India has announced the launch of its fourth and latest 'Made-for-India' offering, the three-row recreational vehicle, Carens. The Kia Carens is aggressively priced with the Premium Smartstream 1.5 Petrol 6MT variant bearing a price tag of INR 8.99 Lakhs (ex-showroom, pan-India).

The Kia Carens is available in five trim levels: Premium, Prestige, Prestige Plus, Luxury, and Luxury

Plus. The vehicle comes in seven-seater configurations from Premium to Luxury trims, with the Luxury Plus trim offering both 6- and 7-seater configurations. The Kia Carens is offered with three engine options: Smartstream 1.5 Petrol, Smartstream 1.4 T-GDi Petrol, and 1.5 CRDi VGT Diesel, mated with three transmissions - 6MT, 7DCT, or 6AT.

In addition to the exciting pricing, the Carens also offers maintenance







cost as low as 37 paise per kilometre. The company continues to personalise the vehicle servicing process for its customers and offer a competitive maintenance cost for all its models in the country.

Commenting on the occasion, Tae-Jin Park, Managing Director and CEO, Kia India, said, "Since inception, we have remained focused on adding value to Indian customers' driving experiences through our ground-breaking vehicles and services. The Carens is a true Kia, offering Best in Class features, immaculate design and practicality,

a wide range of variant choices at a compelling price point. The pricing offers us an opportunity to cater to an even more diverse set of our customer. We will enhance our production to meet this increased demand."

He further added: "We are confident also that our customers will have a wonderful ownership experience of the Carens, which incurs maintenance cost starting from as low as 37 paise per kilometre. The value proposition offered would make this a vehicle of choice for modern Indian families."





## EXTERIOR

For the first time, the Carens' styling introduces the "Opposites United" design language to India. The two main pillars on which Carens' exterior development was based were futuristic and bold design. It is the result of a collaboration between the Kia Design Centre in Namyang, South Korea, and the Indian design team.



Kia Carens is available in eight colour options with three all-new colours - Imperial Blue (New Colour), Moss Brown (New Colour), Sparkling Silver (New Colour), Intense Red, Aurora Black Pearl, Gravity Grey, Glacier White Pearl and Clear White.

Key highlights of the exterior features Kia signature tiger face with digital front grille, star map LED DRLs with crown jewel LED headlamps, star map LED tail lamps, sky light sunroof, R16 - 40.62 cm (16-inch) dual tone crystal cut alloy wheels and chrome rear bumper garnish with diamond knurling pattern.







### INTERIOR AND COMFORT

The Carens interior is sophisticated and plush, wrapped around a high-tech dashboard to appeal to the always-connected consumer. The car's interior has many storage spaces throughout the cabin, and the first-row seats are ventilated, adding to the car's convenience factor. The Carens packaging is one of the most important factors to consider and offers plenty of room for adults in the third row, thanks to the longest wheelbase in its class.

Key highlights of interior are 2nd row one-touch easy electric tumble seat, Bose premium sound system with eight speakers, smart pure air purifier with virus and bacteria protection, Kia Connect next gen connected car technology, ventilated front seats, 31.7 cm (12.5-inch) full segment LCD cluster with advanced 10.6 cm (4.2-inch) colour TFT multi-information display, cabin surround 64 colour ambient mood lighting and



smartphone wireless charger with cooling function.

### POWERTRAIN AND TRANSMISSION

Carens offers a surprisingly wide range of powertrain choices in its class with three engine options - Smartstream 1.5 Petrol, Smartstream 1.4 T-GDi Petrol and 1.5 CRDi VGT Diesel. These are mated to three transmission options - 6-speed manual, an intuitive 7-speed DCT and 6-speed automatic. Additionally, automatic variants of the Carens offer multi-drive modes for added convenience and driver-confidence.



### RIDE AND HANDLING

The Carens is supported at the front by McPherson struts and the rear by a coupled torsion beam axle setup. With disc brakes all around and across the board, the ride quality has been tuned to absorb everything in its path, providing a comfortable driving experience for all. Carens prototypes have been driven and tested for over 1,00,000 kilometres on Indian roads, and across a variety of conditions, resulting in a driving character that offers a compliant ride quality and high comfort.



## SAFETY

The Kia Carens is a true family car, offering several active safety features. The model comes with Robust 10 Hi-Secure Safety Standard Package, a first in India. Included as standard across all trims of the Carens are 6 airbags, Electronic Stability Control (ESC), Vehicle Stability Management (VSM), Hill-Assist Control (HAC), Downhill Brake Control (DBC), Brake Assist System (BAS), Anti-Lock Braking System (ABS), Rear Parking Sensors, Highline TPMS and All-Wheel Disc Brakes. While the ESC protects the car from the loss of traction, HAC and DBC let drivers confidently drive on uphill and downhill roads. Additionally, the VSM ensures occupant safety by offering stability to the car when the driver must perform sudden braking and turns. Continuing this focus on safety, the company has also offered Front-Parking Sensors, Highline TPMS, and Rain-Sensing Wipers with the car, giving utmost confidence to the driver at all times and allowing them to fully focus on road conditions ahead.

## KIA CONNECT

With Carens, the connected car

platform gets a complete revamp with the next-generation Kia Connect app, which replaces the previous UVO system. Kia Connect now hosts updated and exciting features with added safety and convenience. One of the major updates with Kia Connect is the enhancement of OTA (Over the Air) Map and System Updates, which is now capable of updating software without visiting the Kia workshop. The Carens will come equipped with 66 connected car features and what is more exciting is that the AVNT of the vehicle now supports ten native languages.

## MY CONVENIENCE PLUS

Along with the launch of the Carens, Kia India also announced the launch of the Carens ownership differentiator: 'My Convenience Plus'. The initiative offers comprehensive coverage for new Carens buyers that provide them complete peace of mind.

'My Convenience Plus' is a Carens-exclusive aftersales initiative that can be purchased alongside the vehicle and includes PPM (Pre-Paid Maintenance), EW (Extended



Warranty), and optional RSA (Road Side Assistance). It is available with pan India coverage and uniform pricing across the country. The customers can choose from Premium and Luxury package, which covers the car for 4 and 5 years respectively. The initiative also offers an attractive package on car care services, if availed during the program tenure, and protects the customers from inflation in service cost.

### MY KIA

With the vision to offer convenience to its customers, the company also launched the 'My Kia' mobile app – a one-stop solution for existing and prospective customers for all their needs related to Kia. 'My Kia' app is available on iOS and Android platforms wherein prospective customers can request test-drive, video consultation and can even book their preferred Kia car. The

existing customers of Kia can use this app for service appointment and reminder, request pick and drop and track service progress, etc. Customer can also get real-time notifications, tips and FAQs for direct assistance from Kia through a unique customer dashboard. The app also offers a unique and exclusive reward program for existing customers, offering exclusive discounts on various consumer brands across different categories like Fashion, Travel, F&B, Electronics, and Lifestyle etc.

### Fuel Efficiency:

- ▶ G1.5 with 6MT: 15.7 kmpl
- ▶ G1.4T with 6MT: 16.2 kmpl
- ▶ G1.4T with 7DCT: 16.5 kmpl
- ▶ D1.5 with 6MT: 21.3 kmpl
- ▶ D1.5 with 6AT: 18.4 kmpl

\*The above are ARAI-rated figures. Real world figures are expected to be lower.

### KIA CARENS PAN INDIA EX-SHOWROOM PRICES IN INR

Trim	Engine	Transmission	Pan India (Ex-Showroom Prices in Lakhs)
Premium	Smartstream1.5 Petrol	6 MT	8.99
	Smartstream1.4 T-GDi Petrol	6 MT	10.99
	1.5L CRDi VGT Diesel	6 MT	10.99
Prestige	Smartstream1.5 Petrol	6 MT	9.99
	Smartstream1.4 T-GDi Petrol	6 MT	11.99
	1.5L CRDi VGT Diesel	6 MT	11.99
Prestige Plus	Smartstream1.4 T-GDi Petrol	6 MT	13.49
		7 DCT	14.59
	1.5L CRDi VGT Diesel	6 MT	13.49
Luxury	Smartstream1.4 T-GDi Petrol	6 MT	14.99
	1.5L CRDi VGT Diesel	6 MT	14.99
Luxury Plus (6 Seater)	Smartstream1.4 T-GDi Petrol	6 MT	16.19
		7 DCT	16.99
	1.5L CRDi VGT Diesel	6 MT	16.19
		6 AT	16.99
Luxury Plus (7 Seater)	Smartstream1.4 T-GDi Petrol	6 MT	16.19
		7 DCT	16.99
	1.5L CRDi VGT Diesel	6 MT	16.19
		6 AT	16.99

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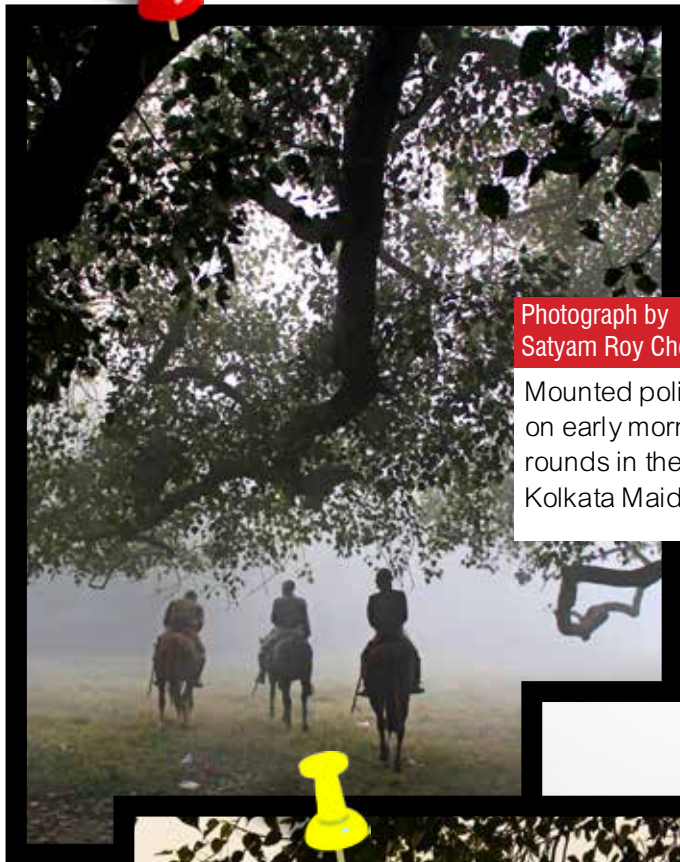


# Winter Tales



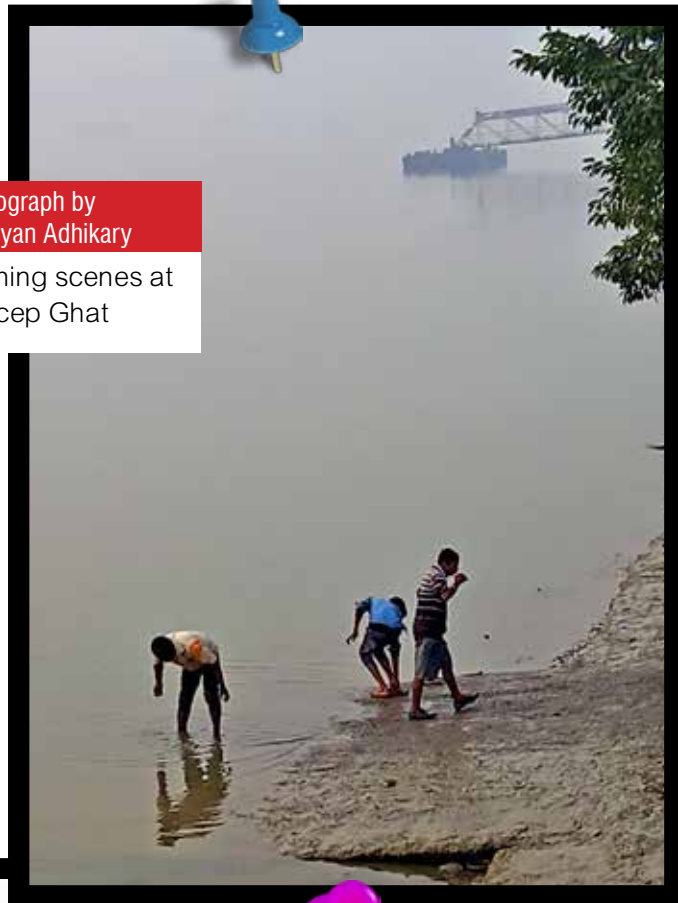
**W**inter brings with it a unique beauty worth taking pause and capturing the mood through the lens. But the season also presents a unique set of challenges to navigate with every outing - monochromatic tones, finicky lighting, and, of course, a few tricks from Mother Nature herself. In this month's Season Special, we bring to you a collection of photographs by some very talented photographers who have captured the Kolkata's quaint charm and mood during this winter season.





Photograph by  
Satyam Roy Chowdhury

Mounted police out  
on early morning  
rounds in the  
Kolkata Maidan



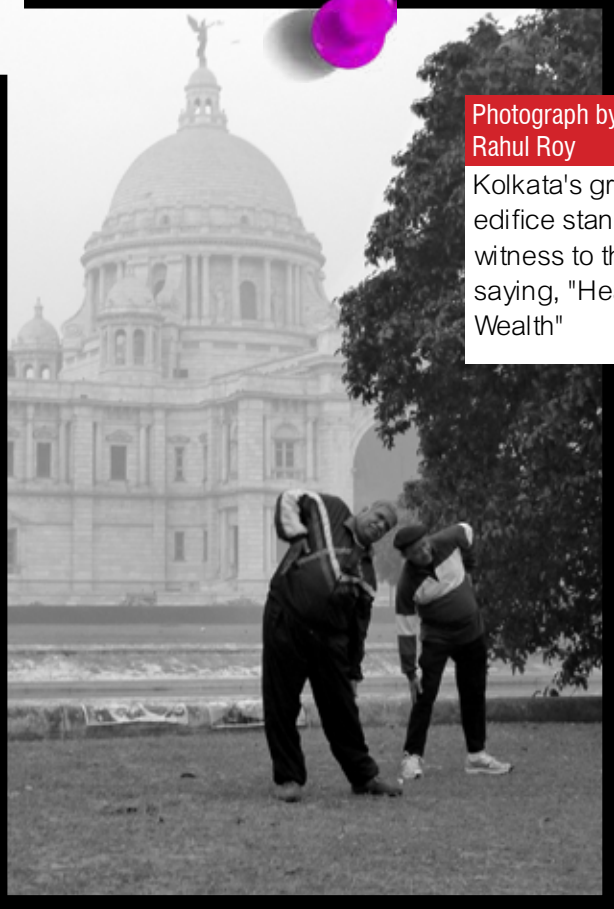
Photograph by  
Surjayan Adhikary

Morning scenes at  
Princep Ghat



Photograph by  
Sibasis Dhar

Young lads gather  
for a game of  
cricket in the  
Maidan with the  
majestic Victoria  
Memorial in the  
background



Photograph by  
Rahul Roy

Kolkata's grandest  
edifice stands  
witness to the  
saying, "Health is  
Wealth"





Photograph by  
Surjayan Adhikary

A quick break from work amidst a chilly winter morning near the GPO

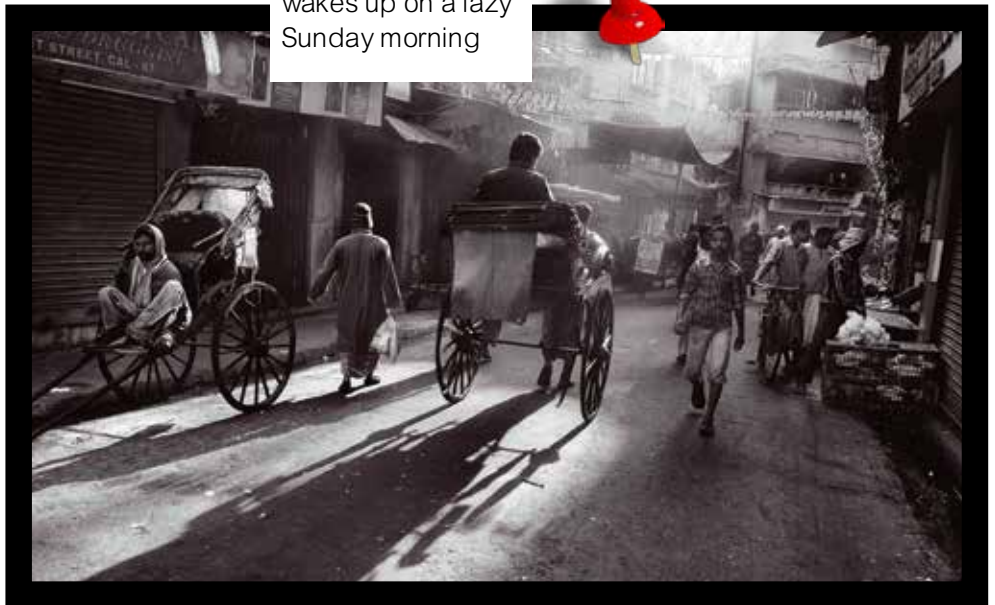


Photograph by  
Prasenjit

Neighbours gather for 'social networking'

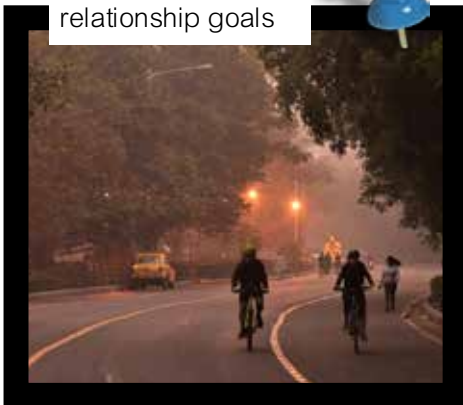
Photograph by  
Sirsendu Gayen

North Kolkata wakes up on a lazy Sunday morning



Photograph by  
Surjayan Adhikary

A couple seen cycling down Queen's Way - relationship goals



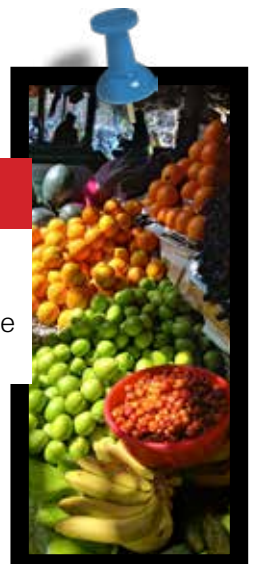
Photograph by  
Surjayan Adhikary

Vedic Village in full bloom



Photograph by  
Surjayan Adhikary

Colours of Basant Panchami witnessed at Lake Market







Photograph by  
Surjayan Adhikary

Morning walkers go about their ritual on Rabindra Sarobar



Photograph by  
Ayan Mukherjee

The Kolkata Maidan shrouded in a blanket of fog



Photograph by  
Surjayan Adhikary

Cyclists take a break in front of the Victoria Memorial



Photograph by  
Surjayan Adhikary

Winter departs from the city, as the Goddess bids adieu for this year



Photograph by  
Surjayan Adhikary

Bow Barracks gears up for Christmas celebrations



# KOLKATA ON **WHEELS**

AUTOVENTURING GUIDE AROUND THE CITY

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After 13 years of successful operation as a print medium, Kolkata on WHEELS has chosen to explore the unexplored, driving into the digital world. The move evolves from the readers' Desk to Desktop, from Lap to Laptop, from the Post office to the Mobile post!

The magazine will now be available both in HTML and PDF formats at [www.kolkataonwheels.com](http://www.kolkataonwheels.com). Added features of the website include a digital library indexing all published issues of the magazine with the matching mantra: *'Easy to Find, Read, Download.'*



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**A**charya Jagadish Chandra Bose occupies a unique position in the history of modern Indian science. Bose was the pioneer of experimental science in India and devised many sensitive instruments for his research both in physics and physiology. Bose's scientific prowess led him to achieve worldwide fame. But not many of us knew about his love for his 1925 Fiat Tipo which is now preserved in the Birla Industrial and Technological Museum.

The car and the building that houses it are equally important, historically. For prior to 1919, the premise of Birla Industrial & Technological Museum, now at 19A, Gurusaday Road, was earlier known as 18, Ballygunge Store Road. Record shows that the Tagores purchased it from Mirza Abdul Karim in 1898. Meera Devi, the fourth of Rabindranath Tagore's five children, spent a large part of her childhood in this house. Significantly, Tagore and Jagadish Chandra Bose were close friends. Later G.D. Birla bought the property in 1919 from Surendranath

# The Italian Wonder Of An Indian Scientist

 Joydip Sur





Tagore and from henceforth this premise came to be known as Birla Park.

After the Birlas took over the property, there were major changes. The house was pulled down and architects N. Guin & Co. were called upon to design the main building structure as we see today. It is a colonial adaptation of a mixture of various styles of European Art. And, at present, inside this building in a glass enclosure stands Jagadish Bose's prized car – the 1925 Fiat Tipo.

The world has much to thank the Italians for. The country that gave us Sophia Loren and Leonardo da Vinci is also home to some of the leading car manufacturers of the world. Fiat was founded on July 11, 1899, at Palazzo Bricherasio, the company charter of "Società Anonima Fabbrica Italiana Automobili Torino" was signed.

In 1916, the construction of Lingotto factory started under the direction of Giacomo Mattè Trucco. The factory, the largest in Europe, occupied five floors and had a futuristic test track on the roof. It soon became the emblem of the Italian automotive industry and was completed in 1922. It was here that the Fiat Tipo 103 was manufactured between 1925 and 1929.

Records reveal that 9,000 units of the Fiat Tipo were produced. It was a very popular car of that era. Later Fiat manufactured several other variants of the Tipo. This four cylinder car boasted of 130 kmph of maximum speed and a

cope de ville body type. It has a magneto ignition system and can seat up to four passengers.

It may be mentioned that the Bose couple was fond of sporting activities like rowing and cycling and rode cycles of H Bose. The scientist also had a liking for European car over their American counterparts and bought the Tipo 103 in 1925 over Buick and Cadillac.

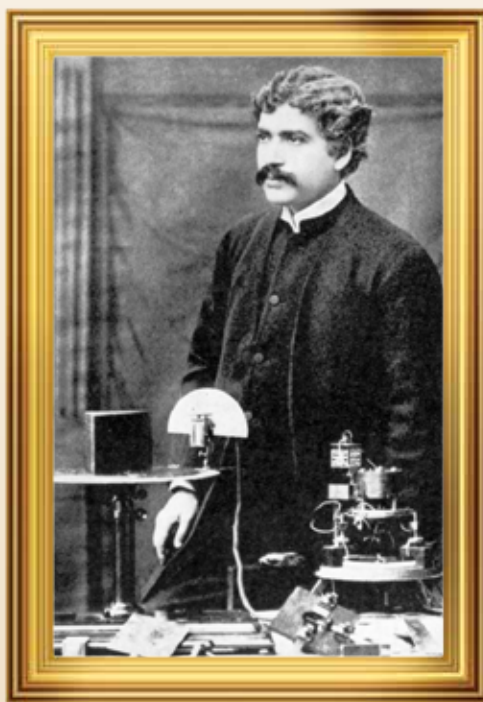
JC Bose shared a close friendship with Rabindranath Tagore and often visited his Jorasanko residence in this Fiat Tipo.

On several occasions the poet Laureate has travelled in this 1925 Fiat Tipo along with Bose. The bard too has a fascination for automobiles and his family owned several European and American cars including a pair of 1933 Humbers – one of which was kept at Jorasanko Thakurbari and the other was stationed at Santiniketan.

Jagadish Bose loved the 1925 Fiat Tipo and continued to use this car until his death in 1937.

After the death of Lady Abala Bose, the car was gifted to the museum by his nephew, DM Sen.

The authorities at Birla Industrial & Technological Museum have done a commendable job in restoring and preserving this historic car. The Tipo is on display at the Transport Gallery at BITM which traces the history of civilization through various modes of transport from palanquins to automobiles and worth a visit for all Kolkatans.



# Sunderban National Park

## - A Natural Wonder



Wheeler Shivaji Sengupta



*"I would rather  
own little and see the world,  
than own the world and see little of it."*

— Alexander Sattler (Traveller, Writer and Naturalist)

**T**he name may have been derived from the Sundari tree which dominates the flora of Sunderbans, but in local language it means the 'beautiful forest', which epitomises all what Sunderban is. The largest mangrove forest in the delta formed by the confluence of three mighty rivers - Ganga, Brahmaputra and Meghna, covers an area of around 10,000 square kilometres of which 40 percent is in India and the rest in Bangladesh, and comprising of many low-lying islands, the area is intersected by narrow tidal channels and creeks, with the river Matla being the widest. This is a place to salute the spirit of human endurance, where

tidal cycles have eroded the distinction between river from sea and land from water, it is truly 'GODS OWN TERRITORY'

A World Heritage site, such is the richness of its ecosystem that it is also a Biosphere Reserve, National Park and Tiger Reserve, all at once. My first visit to Sunderbans was in the 1980s when I was still in college. We stayed the night in a small fishing trawler owned by a friend's father and though it was not the most comfortable of accommodation, the sheer beauty of the forest was mesmerising and had cast a hypnotic spell on me. I visited that area a few times after that in the eighties and then work





*With my wife  
on the boat  
on our way to  
'Sunderban  
Tiger Camp'*



*Entry gate  
to one of the  
camps inside  
Sunderban*



*Lord of the  
jungle on  
the lookout  
for a meal*

took me far away and I could only visit Sunderbans again in 2013. By then many new accommodations had come up and we stayed in 'Sunderban Tiger Camp'. Coming to accommodation later, this visit after nearly three decades brought back fond memories and except for increase in human population nothing much had changed. The forest was as beautiful as ever.

The kingdom of 'Royal Bengal Tigers', Sunderban is not about 'Panthera Tigris' only. What makes travel to Sunderbans special is it unfolds itself with every visit. During low tide one can watch crocodiles sunning on mud flats and other animals like monitor lizard, deer, wild boar, fishing

and leopard cats, and if you are incredibly lucky, pug marks of tigers. One must understand that though there are around 400 tigers in Sunderbans and 100 on the Indian side, sighting one is nothing short of divine intervention. I have met forest officers who visit core areas frequently and some have not sighted a tiger for months. For birders Sunderbans is paradise. According to a recent Zoological Survey of India (ZSI) publication, there are over 400



types of birds in Sunderbans and few like the Buffy Owl and Masked Finfoot are only found there.

Flora of Sunderbans is unique. From many varieties of salt tolerant mangroves whose roots are visible during low tides as it rises above ground for respiration, there are around 300 species of plants which survive and grow in this saline delta.

As is evident from the topography, life in Sunderbans is difficult to say the least. Transportation between islands is only by overcrowded country boats, source of livelihood is small farming, fishing and honey collection and for education and medical help one needs to travel to large islands which during monsoons is near impossibility. During my visits I have always admired the courage and resilience of the locals. Fishing and honey

collection necessitates travel to distant islands for days together and many villagers fall prey to tigers. Here one must understand that tigers are not man eaters in Sunderbans. For them man is just another source of food in a land where it is not only scarce but also very difficult to procure. Each year around 100 human deaths are reported and there is a village in Sunderbans known as the 'widows' village and sight of tiger widows are not uncommon.

It is not just tiger's alone; crocodiles



*Small steamers to ferry tourists*





and poisonous snakes like Cobra and Viper also take a big toll on human life. Another very worrying factor is climate change which has resulted in increase of water salinity, rising sea level and the devastations caused by frequent cyclones. These natural disasters not only destroy whatever little possessions the locals own, but also inundate the precious gift of nature to mankind, clean drinking water source. Two books, 'Spell of the Tiger' by Sy Montgomery and 'The Hungry Tide' by Amitava Ghosh has illustrated life in Sunderbans beautifully and it is recommended to read them before your visit.

No story on Sunderbans is complete without talking about Bonbibi and Dakshin Rai. Bonbibi is the patron goddess of Sunderbans and locals believe that she alone can save them from tigers.



*A narrow creek between two islands*



*A tiger crossing the many tidal streams*



*A temple dedicated to Bonbibi*



*A crocodile sunning during low tide*

All households have an image of goddess Bonbibi and villagers, both Hindus and Muslims will never venture into the forest without first praying at her alter and seek her blessings. Another very interesting folklore is about Dakshin Rai, the lord of tigers and his encounter with Bonbibi. If the subject is broached with villagers, very animatedly they will share the story, and the belief is so strong and pure that you would think it is real.

My recent visits have been an absolute delight. To enjoy Sunderbans all you need to do is sit on the deck and see the jungle pass by and enjoy the beauty of tidal cycles. During low tides all eyes are strained looking for crocodiles sunning on banks, fishing cats out on a hunt, birds the likes of which are rarely seen in cities and if you are lucky, Gangetic dolphins and even pug marks of tigers.

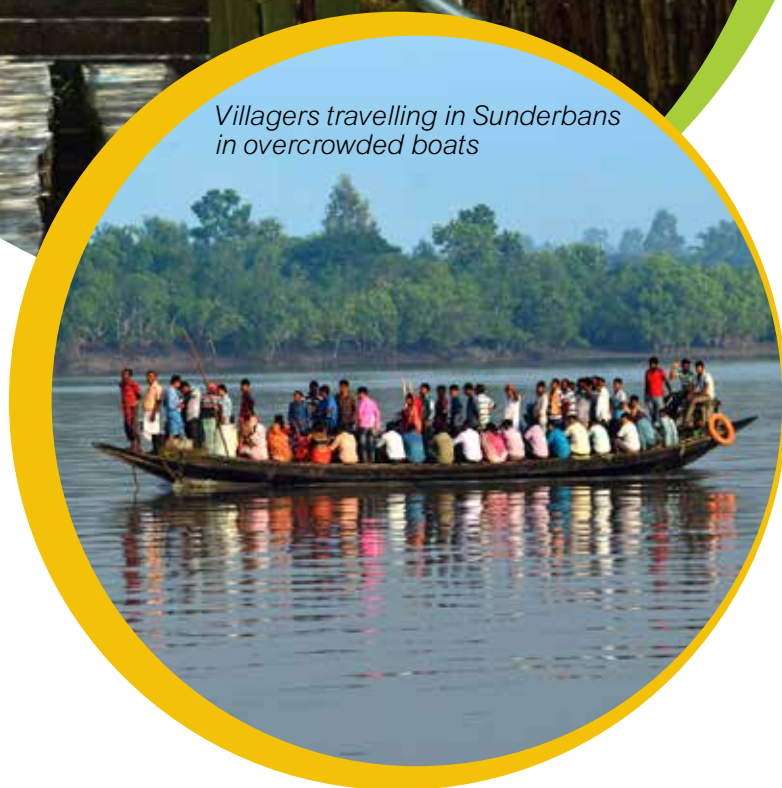


During high tide the scenery is different. Half-submerged forests and you would be forced to think how living organisms survive in such hostile environment. If you are only looking for tigers then be prepared to be disappointed, I know of many including myself who have never sighted a tiger in Sunderbans even after many visits.

Today, tourists visit Sunderbans in hordes resulting in plethora of staying options but most are sub-standard. I know of many who visit Sunderbans with high hopes but have returned very disappointed, to an extent some have promised never to visit again. The fault is not because this magnificent national park has suddenly turned barren or the tidal streams have dried up, but due to wrong promises by many unscrupulous tour operators. For this reason, I am sharing my limited knowledge of where to stay in Sunderbans. As mentioned earlier, in 2013 we stayed in 'Sunderban Tiger Camp' which was absolute luxury. Located at Dayapur Island, they are the oldest and rooms and food were really good. They



*Way to Burirdabri watchtower*



*Villagers travelling in Sunderbans in overcrowded boats*



*A small steamer of 'Tora Eco Resort'*

have their own dedicated boats, but as all good things come at a cost, they are also one of the priciest staying options inside. For details you can visit their website [www.waxpolhotels.com](http://www.waxpolhotels.com).

In another visit we stayed in a very interesting property named 'Tora Eco Resort' in Bali Island. It is a community based eco-tourism project with the aim to provide employment opportunities to locals and thus reducing their





*Inside view of a room of 'Tora Eco Resort'*

dependency on forest produce. They have employed locals as in-house naturalists with in-depth knowledge of area, village walks and ride in country boats inside narrow creeks, Tora Eco Resort offer a glimpse of Sunderbans like no other. Six mud cottages based on a village concept and rooms with alluring interiors, it is really worth a visit. The food is made from fresh produce sourced locally and is really good. The best part is they are pocket friendly. For details you can visit their website [www.toraresort.in](http://www.toraresort.in) or contact them at 9127069305 and [mail@toraresort.in](mailto:mail@toraresort.in).

If you would like to spend the night on a boat then there are many options but the safest and value for money are the two launches, 'Sarbojaya' and 'Chitrarekha' run by West Bengal Tourism Development Corporation. For details you can visit their website [www.wbtdcl.com](http://www.wbtdcl.com).

I have written only about these three properties as I have personally



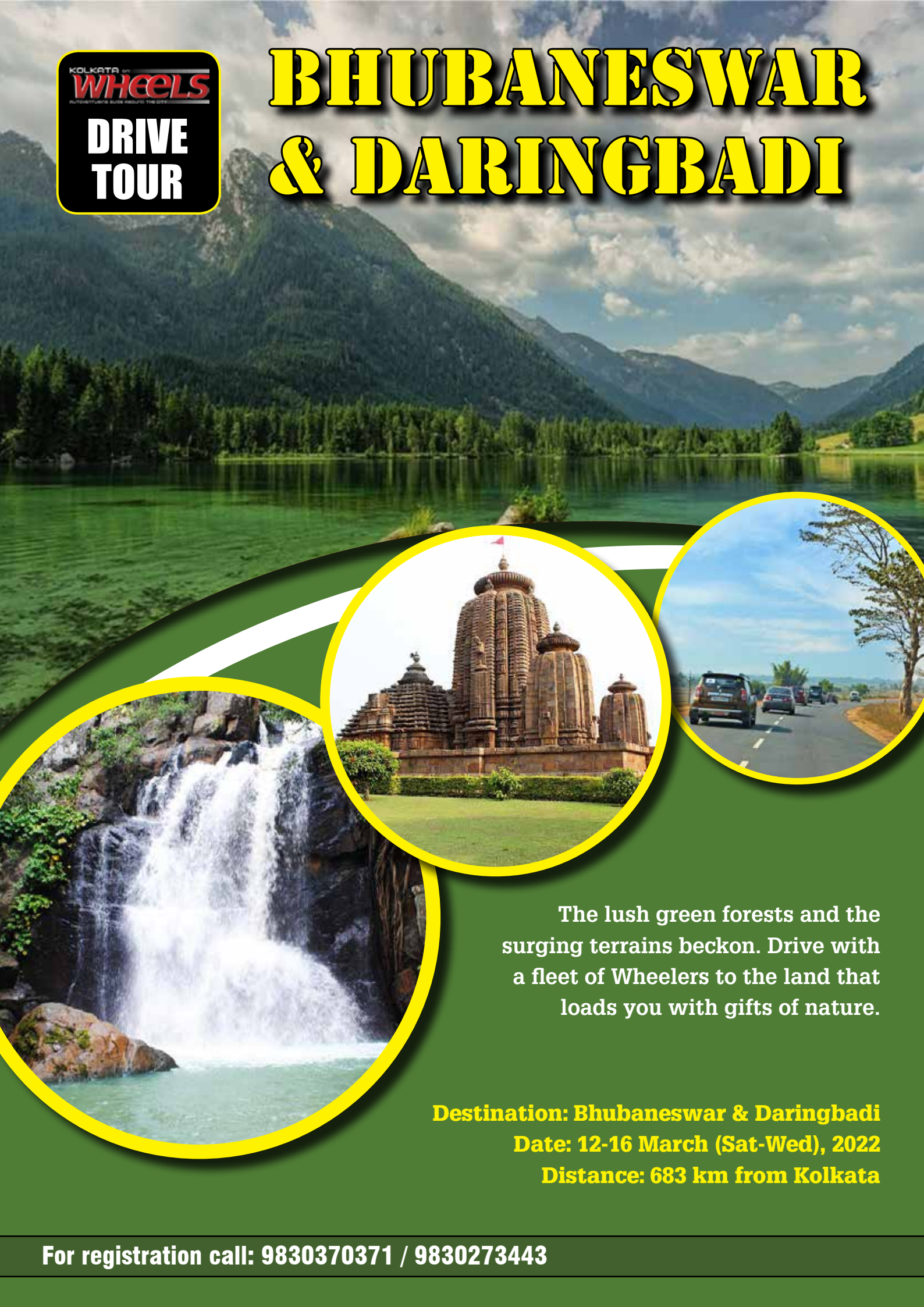
*Mud cottages of 'Tora Eco Resort'*

experienced their hospitality. Though not the most competent on the subject I would still like to share a few insights on visits. Firstly, never visit Sunderbans during monsoons or when cyclonic storms are predicted. A boat ride during such weather is not just scary but can also be life threatening. Finally, at the cost of repetition, Sunderbans is not about tigers only, enjoy the beauty of the forest and salute the resilience of locals who brave insurmountable odds for their daily bread.





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# The Dirty Dozen

## Reporting from Myanmar



Abhijit Dasgupta

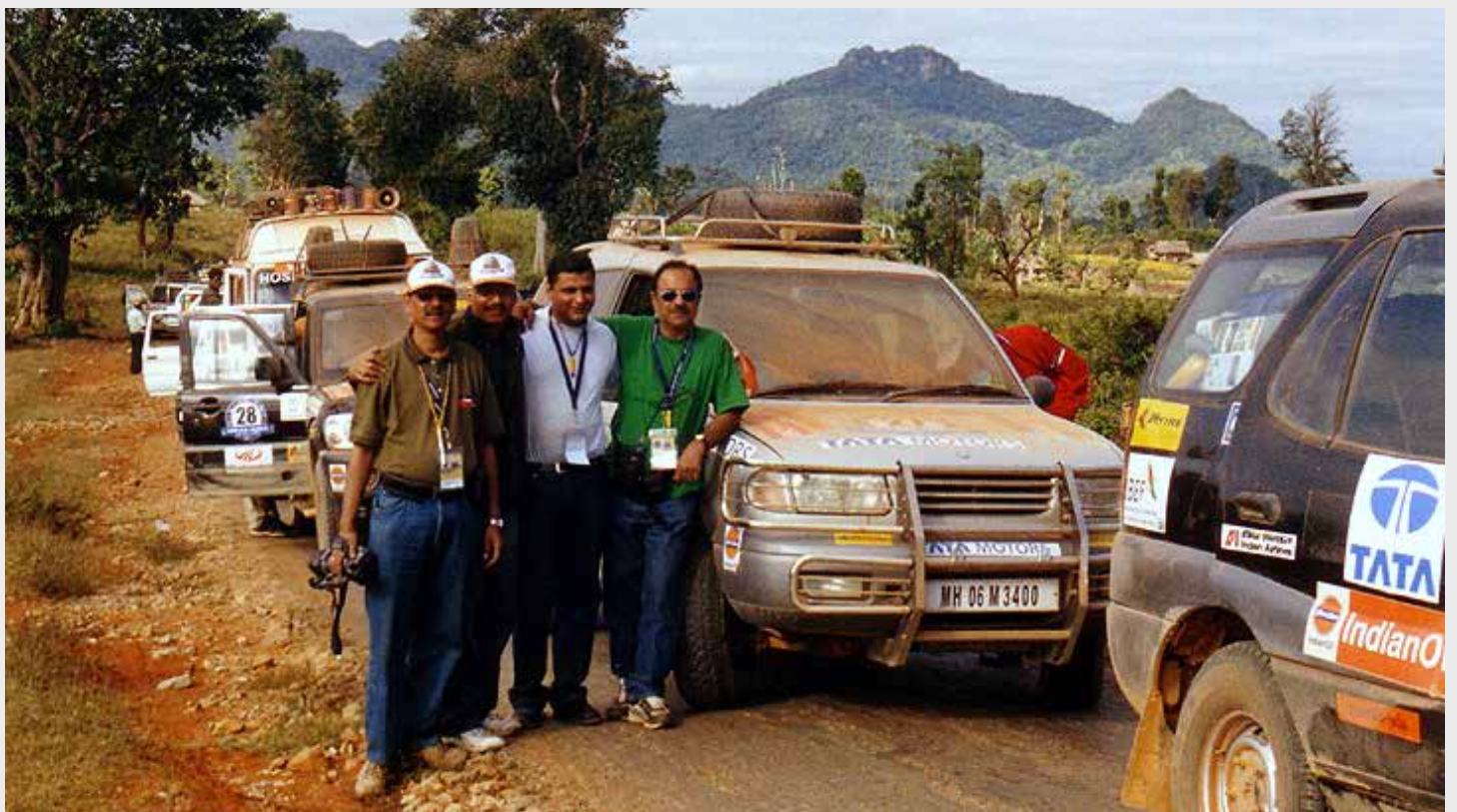




At Moreh, the India-Myanmar border, the rallyists have their papers stamped. An unprecedented effort of both the governments simplifies the border crossing. The passports get stamped and the Carnets taken care of and so efficient is the whole process that it can easily become an example in any Management school.



After filling the tanks to its brim and the jerry cans spilling from the top, the rally crosses the little bridge and enter Myanmar. It is already dark. The rally moves on for the night stay at Tamo, a small town in Myanmar.





Our task now is to edit and send the feed for telecast in India and the participating countries. It is no easy task. All the more difficult because an army officer has been deputed to check what we send. “No picture of any felling of the famous Burma Teak wood must go on air” – he warns. Typical of me, if I hear a no, it becomes mandatory for me to include. Therefore, there has to be two different versions. One that’ll be uplinked while the other that he’ll see sitting in the cramped DSNG van. More to make his life miserable, we decide to uplink well past 2:30 in the morning.



He goes home happy seeing his version. We walk back laughing to hit our beds for a much-needed power nap. Team leader Rajat is wide awake and smoking. “What took you so long?” We smile.

In Myanmar, one has to follow the “keep to the right” rules. The Indian drivers very easily adopt the new driving regulations.

The night halt at Tamu is in a series of small nondescript hotels all on a row. There is not a single hotel that can accommodate all the participants. The dinner is at a private floating restaurant where the local orchestra play “English music” on loud speakers to entertain the guests.

Early the next morning the rallyists

assemble for the next leg to Mandalay.

It begins very well on a lovely road for about 150 kilometres. The Indian Army Border Roads have done a wonderful job.

Thereafter, the real rally begins. We pass sand tracks kicking up red dust.



Driving becomes thrilling since negotiating the dust demands the best of eyes. At places, visibility verbally become zero as the dust kicking up by the car ahead almost brings the car behind to drive blindly. The tyres are put to test as the surface traction becomes less and the red sand is often as fine as the best talcum powder. We cross two mountain ranges devoid of trees. What happened to the trees? Is this why the Army guy warns us not to show the famous timber?

We are constantly escorted by the Army, the look of which we are not too familiar with.



Surprisingly, even in remote areas, almost the whole population of villages turn up to cheer the passing cars. All deck up with their best smiles and 'tanaka' on their cheeks.





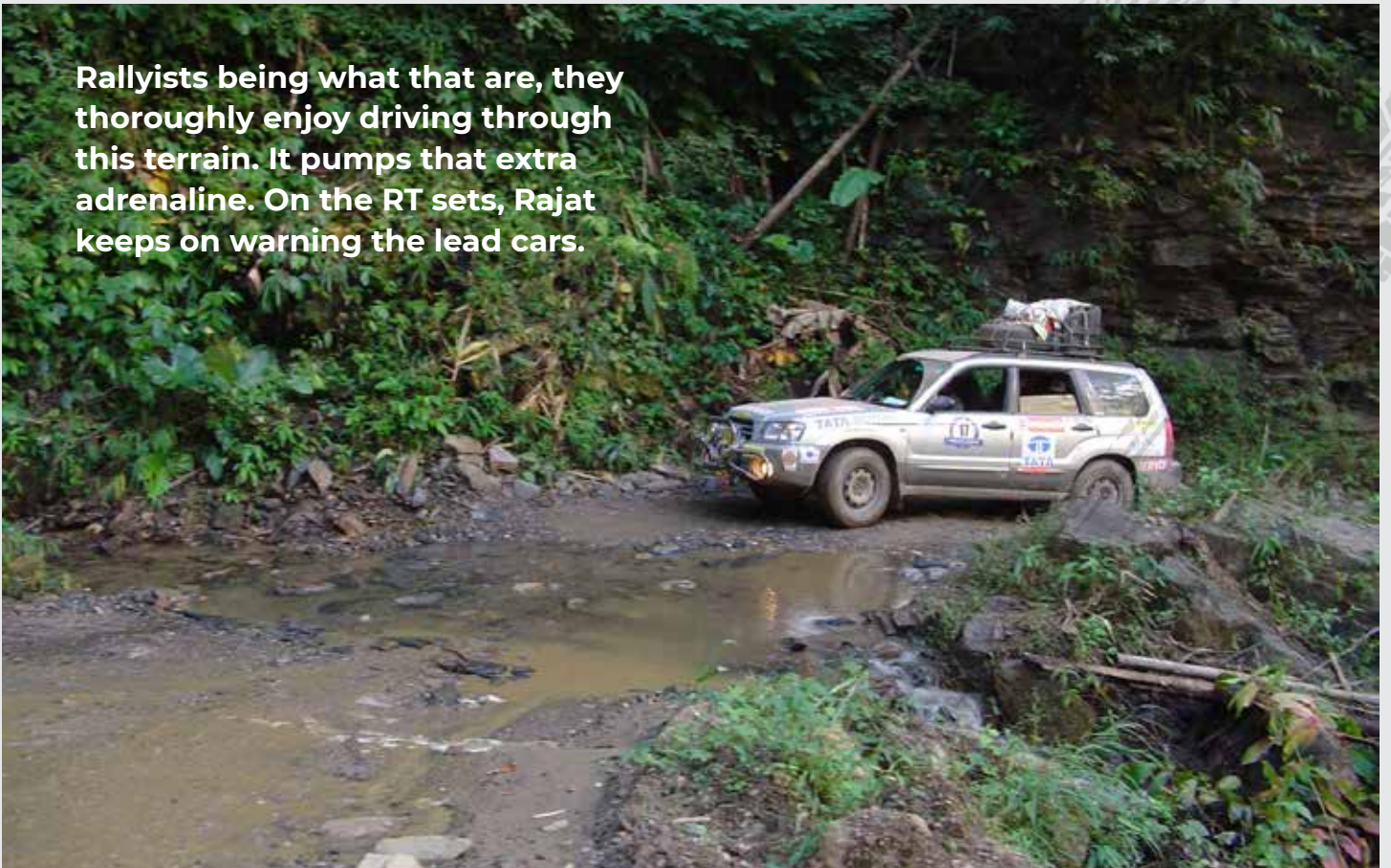
Myanmar did some magic. The ferry crossing during the route survey is no more. In its place, on the Chindwin river now stands the friendship bridge.

That a bridge of this magnitude can be constructed so fast just for the rally astound even the hardcore dirty dozen. But soon after the friendship bridge, the adventure begins. There are stretches of bad roads with many wooden bridges connecting the two ends.





**Rallyists being what that are, they thoroughly enjoy driving through this terrain. It pumps that extra adrenaline. On the RT sets, Rajat keeps on warning the lead cars.**



In a small town, we pass a lone fire engine. Instead of hose ready fire fighters, we see children enjoying the ride.

The crowds lining the roads are extremely disciplined. Whether they are here under some direction, only they know.

At Monywa - a town where we stop for lunch, the whole township throng around us - waving and cheering and I get what I am keen on recording.





The cultural extravaganza is thrilling and the local music enchanting.

Perhaps the school pulled down the shutters to allow the students to see an unprecedented cavalcade.

Being warmly received, eating typical Myanmar food and enjoying the warm hospitality wins the hearts of the rallyists.



The night halt is at Mandalay. It is a hill resort and has all the facilities of five-star comfort.

Mandalay is also known as the second capital of Myanmar. Though it is late, none miss the welcome dinner – with enough food for the eyes. Even though the rallyists are tired after a long haul, the pool side dinner and the cultural delight inject a fresh lease of life.







Mandalay has many Buddha temples. And those who can afford stick gold leaf for a peaceful future.

November 26 – early morning, the local military commander flags off the rally at five in the morning. After passing through the town, the rallyists hit the mountain road again. The test begins.

*To be continued.....*





**J**eep India has announced the name of their most anticipated offering for the Indian market, a 7-seater SUV – the Jeep Meridian. The name has been carefully chosen for the customer's sensibilities, keeping in mind the relevance and importance of this model for the Indian market. The Jeep Meridian encapsulates the core DNA of the Jeep brand, an innate need to travel and make new adventures possible.

For Jeep, the name of the vehicle was the first step. Lists of 70 different names were considered including a few global Jeep names. However, for an SUV that is completely 'Made in India' – a name with strong relevance and resonance to the market was required. The name is inspired by the line which passes through the length

of India connecting some of the most beautiful states and cultures.

Roland Bouchara, CEO & Managing Director, Stellantis India, said on the occasion, "Jeep is an iconic brand, globally recognized for its capable SUVs. The Jeep brand's journey in India has been legendary and we hope to build on this, with another equally legendary SUV – the Jeep Meridian. Developed specifically for the Indian customer, we have delivered a sophisticated and capable SUV ready to harness a unique segment opportunity.

Our product offensive for 2022 and beyond will continue to illustrate our commitment to India as we work towards strengthening our market presence. The Jeep Meridian will

# Jeep's New 7-Seater SUV For India To Be Called 'Meridian'



Joydip Sur



further push the brand's attractiveness and transform the product portfolio for the Indian market."

Sharing his excitement on the announcement, Mr. Nipun J Mahajan, Head of Jeep India said, "The Jeep Meridian is our latest offering for the Indian market as part of our 2022 product strategy. We wanted to announce the name with an innovative activation and the K2K drive through the length of India is in line with the name of our new model. We tested the SUV on every kind of terrain India has to offer – by taking it on a challenging journey from Kashmir to Kanyakumari."

"We are proud to say, the Jeep Meridian performed flawlessly. We are delighted to deliver today, a car that is both Made-in-India and Made-for-India for our customers, anticipating the Meridian. From performance to looks and comfort to off-roading prowess, the Jeep Meridian is truly unmatched in its category" he added.

Staying true to its name, the Jeep Meridian was camouflaged in a unique and innovative design, capturing some of the most recognizable icons and cultures of the states which lie on the Meridian-77 passing through the length of India. These include the famous India

Gate from Delhi, the camel of Rajasthan, the tiger of Madhya Pradesh, the flag of Maharashtra, the elephant of Karnataka, the coconut tree of Kerala, among others.

The camouflaged Jeep Meridian traversed across Ladakh, Kashmir, Himachal Pradesh, Rajasthan, New Delhi, Haryana, Madhya Pradesh, Maharashtra, Kerala, and Tamil Nadu, elegantly navigating the most arduous topographical challenges. The Jeep Meridian covered a distance of more than 5,000 kms through India testing its performance on various parameters of build quality, engineering, and capability.

Jeep Meridian launches in India mid-2022, with local specifications and pricing being announced closer to launch.





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

Drive Tour To

# Narajole Rajbari

 Mahua Ghosh

As the winter season prepared to gradually bid adieu and the COVID slowly retreated its cruel fangs, Team WHEELS sets out yet again on a drive tour to explore a long-forgotten kingdom of Bengal, Narajole.

After a quick pit stop at Azad Hind Dhaba at Uluberia for a sumptuous breakfast, the convoy of 35 cars comprising over 100 Wheelers and guests sped away through NH-16 to reach Narajole Rajbari before noon.



Narajole Rajbari in West Midnapur is an antiquarian's dream. One's imagination is further ignited by this dynasty of Sadgop Kings, whose lands fell under the Tamralimpta kingdom and later Utkal kingdom, before finding its geographical bearings in the Bengal Presidency.

This was essentially a wetland area (at some point deep in history, probably under the sea), hence the name! The Founder Father of this heroic clan Uday Narayan Ghosh, received the vision of Ma Joy Durga one night, while passing through this area... and lo behold! He found an idol of





Ma Durga in a water body within a bamboo forest! The clan grew from there under the blessings of Ma Joy Durga receiving the titles "Roy" from the Sayyed Sultanate and finally "Khan" from the Mughals in 1596 for their gallant deeds and philanthropy in the kingdom.

The Joydurga Mandir in the Central Boro Kacchari courtyard is flanked by a Ram Mandir, again a vision based Mandir that 17th King Mohanlal Khan envisioned while in Ayodhya. The

stones were brought from Ayodhya to build this divinity. While the colourful Jhulon dalan is opposite this Mandir, however, the centre stage is taken by the exquisite cast iron 'Nat Mandir' with bespoke stained glass, which much influenced Tagore in his design of the Kaanch Mandir in Shantiniketan.

It is, at the Rajbari Boro Kacchari entrance, that we were welcomed with 'Pushpobrishti' and 'Doi er phota' to start this journey seeped in history and blissfully enjoyed our welcome 'mistanna' and 'lebur shorbot'. It is also here, at the Boro Kacchari, that we ended the day with Patachitrakatha Gaan, as the Manasha Mangal Patachitra unfolded with the poignant song of the lovelorn Savitri, who sailed away to Baikuntha with the beloved Satyavan in her lap!

From here, the next courtyard is the Choto Kacchari, where in the King held





his sway. It is flanked by the Tri Mahala, a three storied building with his rooms being absolutely at the top. The Duimahalas, understandably shorter in stature, were occupied by the Royal Princess and this led on to the Rani Mahals with their interesting terracotta inlay work.

Further into the Rajbari is the Pakshala, where Royal meals were served and guests entertained. Of the many nationalists that the Rajas supported, Shahid Khudiram and Netaji Subhas Chandra Bose, are the notable ones, who have broken bread here. In fact, adjacent to the Pakshala, it was quite hair-raising to see the almost invisible, narrow tunnel entrance which was used as a hideout for the 'biplabis'. This support was but natural, as the 17th King Narendra Lal Khan was a biplabi himself. The Biplabi King had an interesting warning system (in case the colonial masters gave chase) wherein signals would be given from the Rajbari's own Singha Duar, followed by Nahabatkhana tower and finally the Rajbari watch tower. By the time the police could actually enter, the Biplabis were well cocooned in the chamber at the end of the tunnel; and possibly out, from the other side.







The Nahabatkhana had a beautifully spiritual role too. Shanai in the morning would wake Devi from slumber, in the afternoon as bhog was served and in the evening as She would go to sleep. Further to this, appeared the beautiful Kamal Dalan in cast iron and the gardens of the Rajas. There is a Kolkata connect to this Royalty too – D. L. Khan Road on which stands PG Hospital is named after a member of this royal family Devendra Lal Khan.

Finally, the beautiful view of the setting sun made for a befitting finale to our visit to this historical place. We began our homeward journey at dusk which witnessed the convoy traversing through NH-16 towards Vidyasagar Setu as the night just started to set in.

*Photographs by Wheeler Sandip Hunday*







THE HANDS OF CREATION

Photography by **Rajesh Dhar**

Position **9th**

Year **2021-22**





## ANNOUNCEMENT

**Drive Tour**

Destination: Bhubaneswar - Daringbadi  
For Wheelers and Guests

**Drive Tour**

Destination: Falta  
For Wheelers and Guests

**Wheelers Meet**

Venue: TBA

For Wheelers

**SOCIAL SERVICE COMMITTEE REPORT**

The WHEELS Social Service Committee along with Rotary Club of Calcutta Inner City and Bharat Scouts & Guides – South Calcutta local Assn. have undertaken a vocational training project to impart free of cost drivers training for unemployed youths of the society. The Driving Training program is running smoothly and the majority of the trainees have received their Learners License. We are pleased to inform that a total of six trainees from the current batch of Driver Training have received their Driving License and another two more trainees would undergo their final test in next few weeks.





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