

DRIVE OUT Sundarbans

KOLKATA ON

WHEELS

AUTOVENTURING GUIDE AROUND THE CITY



WHEELS

REPUBLIC DAY DRIVE TOUR

BETLA-NETARHAT

UPCOMING CARS
Renault Duster

CONNOISSEURS CORNER
EIMG Concours 2026

HEADLIGHTS
MG Majestor



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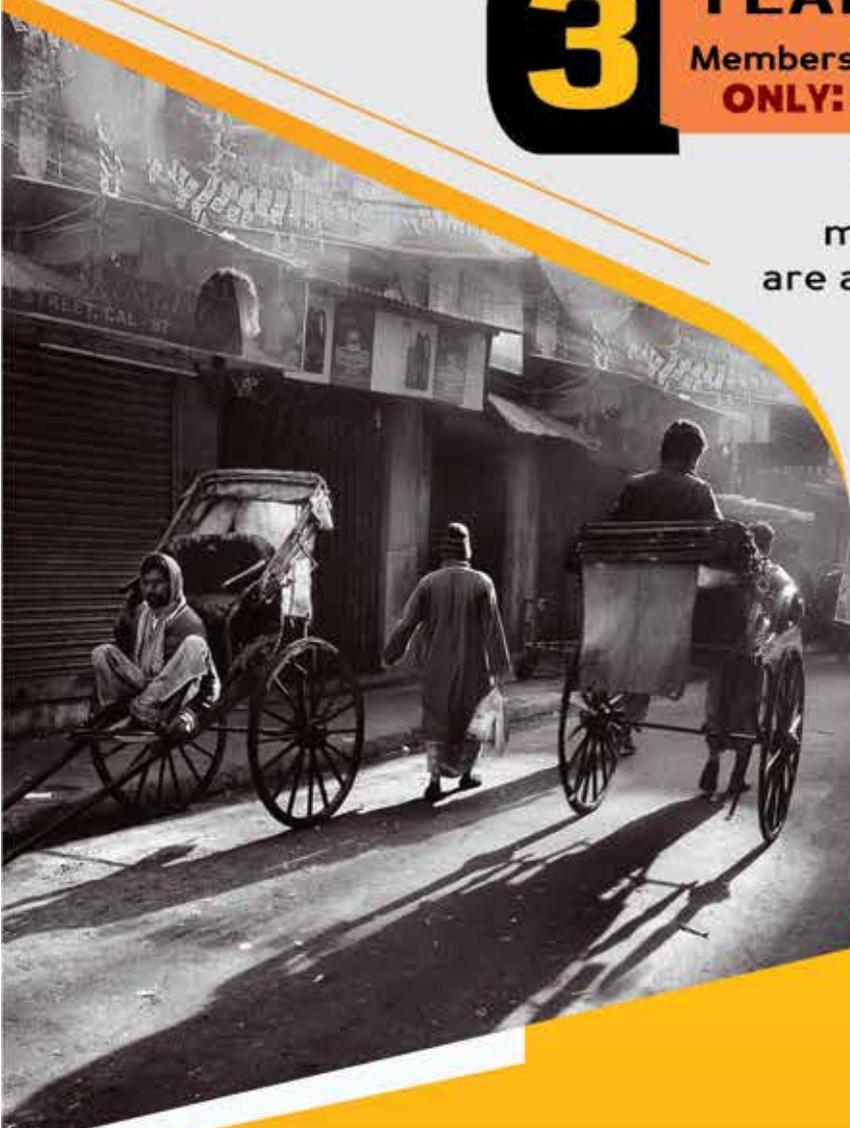
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Editor	Joydip Sur
Editorial Advisors	Abhijit Dasgupta Pradeep Gooptu Tarun Goswami Pradip Chopra
Photography	Ranadip Mandal Subha Sengupta Pooshan Deb Mallick Sarbjit Mookerjee
Art Direction	Kamil Das
Graphic Design	Bappa Das
Accounts	Prasenjit Basak
Marketing	Sayonika Karmakar
Circulation	Santosh Halder
Digital Marketing	Kaushik Bhattacharyya
Technical Team	PiedPiper Futuristic (OPC) Pvt Ltd



Team WHEELS

Suchandan Das, Basudev Ghosh, Subroto De, Debopam Banerjee, Krishnendu Basu, Sandip Hunday, Aritra Sardar, Debraj Dey, Ranadhir Sinha, Sarbjit Mookherjee

☎ +91-9830370371/9830224784

✉ kowteamwheels@gmail.com



Advisory Committee

Chief Advisor - Sandeep Sardar
Technical Advisor - Ashish Kumar Bagchi
Socio-Cultural Advisor - Sudip Kumar Ghosh
Team Wheels Advisor - Partha Laha

☎ +91-9830988656



Voice of Wheelers

Jayant Basu (Chairman), Sandip Hunday, Shambenu Basu, Arindam Bhanja, Arijit Chakraborty, Rahul Dutta, Sourav Nandy, Arindam Mukhopadhyay

☎ +91-9830432377

Published by

Aruna Ghosh
Guide India Publication
19-B Allenby Road
Kolkata 700020
Ph: 9830370371
kolkataonwheels@gmail.com



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KolkataonWHEELS

HELPLINE

+91-9830370371

Email: info@kolkataonwheels.com

EDITORIAL

J SW MG Motor India has showcased the MG Majestor, its all-new offering as India's First D+ SUV. Built for peak performance and to deliver commanding road presence and all-terrain performance, premium comfort, and advanced safety, the Majestor showcases cutting-edge 4x4 prowess raising the bar with segment-leading innovations, luxury features, top-tier safety, and enduring build quality. More on that in this edition's 'Headlights' column.

Renault India has unveiled the new Renault Duster, marking the return of a nameplate that helped establish the mid-size SUV category in the country. New Renault Duster marks the first product unveil under Renault Group's International Game Plan in India, where the brand is prioritising targeted investment and product expansion as part of a broader global strategy. Read this edition's 'Upcoming Cars' column to know more.

Motorsports has long served as a testing ground for cutting-edge automotive technology, where extreme demands for performance, safety, and efficiency drive innovations that are eventually passed onto everyday cars. Many features we take for granted in modern cars first originated on the racing tracks, where they were refined under intense conditions before trickling down to production vehicles. This "tech trickle down" has improved power, braking, handling, and structural integrity across the automotive world. In this edition's 'Car Tech' column, we will talk about five such features with roots in motorsports.

Happy reading!



Joydip Sur
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JSW MG Motor India Unveils The MG MAJESTOR

India's First D+ Segment SUV

 Joydip Sur



JSW MG Motor India has showcased the MG Majestor, its all-new offering as India's First D+ SUV. After breaking cover at the Bharat Mobility Global Expo 2025, the Majestor now claims centre stage as MG's most rugged, durable, and premium SUV tailored for the Indian roads and beyond. Built for peak performance and to deliver commanding road presence and all-terrain performance, premium comfort, and advanced safety, the Majestor showcases cutting-edge 4x4 prowess raising the bar with segment-leading innovations, luxury features, top-tier safety, and enduring build quality.

Commenting on the occasion, Anurag

Mehrotra, Managing Director, JSW MG Motor India, said, "India's premium SUV customer is evolving rapidly, looking not just for space, but for a vehicle that projects stature, inspires confidence, and integrates seamlessly into a more ambitious lifestyle. With MG MAJESTOR, we have created an SUV that is rugged in its capability, refined in its comfort, and dependable in its engineering. MAJESTOR for us represents our vision of what a true, full-size SUV should stand for, which is a commanding presence, sophisticated premium craftsmanship, intelligent in technology, and uncompromising in performance."



Exterior

Resting on a massive 2950 mm wheelbase, the Majestor asserts dominance at the longest (5046mm), widest (2016mm), and tallest (1870mm) - unmatched in class. Its Mosaic Matrix Combination Grille, Dragon Eyes DRLs, split headlamps, connected LED tail lamps with sequential turn signals, raised hood line, and 19-inch alloy wheels amplify a bold, upright, rugged profile. Yet, it maintains a sophisticated, premium aesthetic that turns heads on city streets or highways.

Interior

Step inside for an expansive haven in black theme with plush leather and sleek centre console. Driver and co-driver seats are ventilated, offer massage function, memorize positions, and can be adjusted in multiple ways (12-way driver, 8-way passenger). A panoramic sunroof floods light, while 64-colour ambient lighting sets the mood. Three-zone AC ensures personalized comfort.

Flexible in 6- or 7-seater configurations, it suits families or adventurers. Dual 12.3-inch displays (instrument cluster and

infotainment) support wireless Android Auto/Apple CarPlay. Immersive 12-speaker JBL sound, dual wireless chargers, 220V outlet, and 75+ iSMART connected features underline a tech-forward, luxurious drive every time.

Off-Road Capabilities

At the heart of the Majestor lies true SUV engineering, powered by a 2.0-litre twin-turbo diesel engine that churns best-in-segment power at 215.5 PS and 478.5 Nm torque mated to 8-speed AT (Automatic Transmission) in both 2WD and advanced 4WD. The Advanced 4WD system with 10 off-road modes balances worlds – on-road ease, off-road might.

In Auto Mode, the vehicle intelligently operates in 2WD during regular driving conditions and automatically switches to 4WD the moment it detects loss of traction. This ensures better fuel efficiency during daily use while delivering enhanced off-road capability exactly when required. This intelligent mode is particularly effective in conditions such as rain, snow, and slippery surfaces which require higher speeds.

Further strengthening its rugged credentials, the Majestor becomes the



first in the segment to offer front, rear, and centre differential locks, enabling it to pull itself out of extreme situations even when one or more wheels lose traction or lift off the ground. Supported by Crawl Control Mode, 219 mm ground clearance, and an 810 mm water wading capability. The Majestor is engineered for durability and reliability across the toughest terrains.

Safety

Safety remains a core pillar of the MG Majestor. The SUV is equipped with Level 2 ADAS, providing assisted steering, braking, and acceleration for enhanced driver confidence across conditions. Apart from this it is also equipped with a host of safety features like 360 Degree HD Camera, Electronic Stability Programme (ESP), integrating Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Traction Control System (TCS), and Roll Movement Intervention (RMI).

The MG Majestor will be offered in Sharp and Savvy variants across 2WD and 4WD drivetrains, in Pearl White, Concrete Grey, Metal Black, and Metal Ash.

With the Majestor, JSW MG Motor India brings together rugged capability, uber premiumness, intelligent technology, and long-term reliability in one cohesive SUV, setting a new benchmark for large premium SUVs in India.

Peace-of-Mind

As part of MG's Complete Peace of Mind Program, Majestor comes with an industry-leading 5-5-5 offering comprising 5 Year Unlimited Kilometres Warranty, 5 Year Road-Side Assistance, and 5 Labour-Free Services. Additionally, through a strategic partnership with ICICI Bank, customers will receive an exclusive invite for the ICICI Emerald Credit Card at zero joining fee*. Early customers will also benefit from Priority Deliveries, access to Exclusive Previews across select cities in March 2026, and Invite-only Experiential Drives curated specially for Majestor owners.

The MG Majestor is available for pre-booking for a booking amount of INR 41,000 while full range pricing and market availability will be announced closer to launch.



Wealth Creators of **BENGAL**

 Pradip Chopra



By the 17th century, the Indian subcontinent was not merely a geographic entity but a colossal economic engine. It had earned a reputation as a land of immense wealth and the "manufacturing workshop of the world." The West, still emerging from the constraints of the Middle Ages, was lured by the riches of her lands—the spices, the silks, and the finest yarn and calicoes. The sheer scale of this economy is difficult to grasp by modern standards: in 1750, India accounted for a staggering 25% of the global GDP, a figure that becomes even more profound when compared to Britain's modest 1.9% at the same time.

At the heart of this prosperity lay Bengal. Historically known as *Shonartor* (The Golden Land), Bengal emerged early as

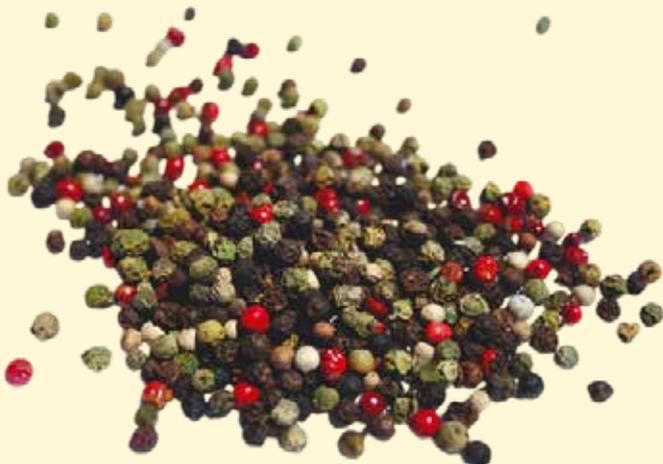
the nucleus of all trading activities. This was largely attributable to an enterprising people, exceptionally fertile lands fed by the Ganges and Brahmaputra, and a cultural passion for workmanship. Bengal was single-handedly responsible for 20% of the total Indian GDP—meaning this one province accounted for roughly 5% of the entire world market.

THE TESTIMONY OF TRAVELERS

The magnetism of Bengal attracted explorers from across the globe, all of whom left behind accounts filled with awe.

Ludovico di Varthema, an Italian traveller, provided a vivid account of the abundance of merchandise in the ports of Bengal, especially her cotton and silk textiles. "Nowhere else do you find such wealthy merchants as in Bengal," he remarked, struck by the sophistication of the local bazaar systems. Similarly, the Portuguese traveller João de Barros referred to the town of "Gaura" (Gaur) as a principal centre for trade, where the sheer volume of traffic in the streets made movement difficult.

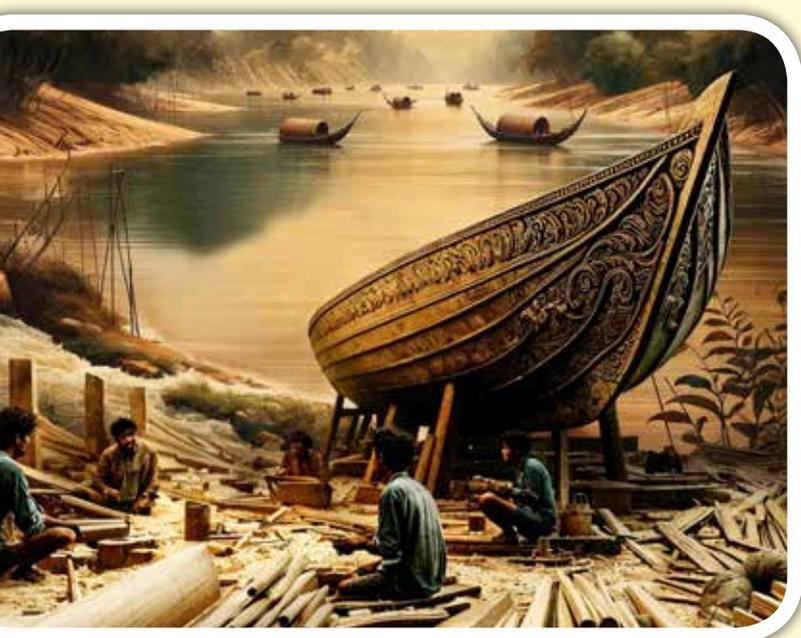
By the early 18th century, the ports of



Chittagong and Hooghly had developed into powerful international trading centres. Silk, spices, cotton textiles, indigo, and jute all found their way from these humid deltaic ports to the distant shores of Europe and as far as North and South America. The demographic of this trade was incredibly diverse; the Kashmiris, Multanis, Afghans, Rajasthanis, Punjabis, Sikhs, and Bhutias all maintained a presence in Bengal. Simultaneously, Bengali traders were expanding their own operations throughout the Indian subcontinent and beyond—from Nepal and Kashmir to Maharashtra, Karnataka, and Sri Lanka.

INDUSTRIAL PROWESS: SHIPBUILDING AND METALLURGY

Bengal's economic strength was not limited to agriculture or weaving; its industrial growth was equally booming. Shipbuilding, in particular, was a thriving craft and a significant industry. The 15th-century Venetian merchant and explorer Niccolo Conti wrote, "Ships built in India are bigger and more durable than those built in Europe." This was due to the superior quality of indigenous hardwoods and the innovative "rabbet" jointing techniques used by Indian shipwrights, which made hulls nearly leak-proof.



Metallurgy was another flourishing sector. Local artisans in Calcutta and Cossimbazar manufactured iron cannons of immense size and precision. The manufacture of gunpowder also saw healthy production due to the easy availability of saltpeter (potassium nitrate) in the Gangetic plains—a commodity for which European powers would eventually fight wars. A testament to this metallurgical skill is the *Jahan Kosha Gun* ("The World Subduer"), crafted by the blacksmith Janardan. Measuring almost 18 feet in length and weighing over 7 tonnes, it remains a solid testimony to the engineering capabilities of the era.



THE CROWN JEWEL: TEXTILES AND MUSLIN

The most celebrated export of Bengal, however, was its textiles. Even in the first century AD, the Roman Emperor Pliny the Elder complained that the extensive import of cotton fabrics from India was draining Rome of its gold. This fascination only grew over the centuries. Bengal's textile production was immensely diverse, featuring over 150 different qualities and variants, including muslins, calicoes, and silks.

The influence of these fabrics was so pervasive that several Indian names entered the English lexicon: *bandana* (from *bandhani*), *calico* (from Calicut), *chintz*, *dungaree*, and *taffeta*. When the Mughals conquered Bengal in 1576, they regarded *mulmul* (muslin) as their most precious conquest. Such was its value that Bengal muslin was demanded as an annual tribute to the Emperor in Delhi.

The secret of Bengal Muslin, unique in its silky smoothness, lay in a specific variety of short-staple cotton called Phuti karpas, which grew only on the banks of the Meghna River near Dhaka. A British resident described it as the "finest cotton in the world." To ensure a steady supply of *mulmul khas* (the finest quality), the Mughal court established Royal Workshops, or *Karkhanas*, in Dhaka, Sonargaon, and Jangalbari. Under the patronage of royalty, the craft reached its artistic zenith.

The poetic names given to these fabrics reflected their ethereal quality:

- ▶ **Ab-i-rawan (Running Water):** So fine that it became invisible when submerged in water.
- ▶ **Baft-Hawa (Woven Air):** So light that it would float away like a cloud if cast into the breeze.
- ▶ **Shab-nam (Evening Dew):** So delicate that when spread on grass, it was indistinguishable from the morning dew.

The scale of production was massive. An estimate from 1776 suggests that 25,000 weavers in Dhaka alone produced 180,000 pieces of cloth annually, using thread spun by 80,000 women. The fineness was unparalleled; a single pound of cotton could be spun into more than 250 miles of muslin thread.

THE INDIGO AND SILK TRADE

Beyond cotton, Bengal dominated the markets for indigo and silk. Indigo, the "vibrant splash of blue," was a superior dye compared to the European woad. Recognizing its potential, the East India Company aggressively promoted its cultivation. Although British domestic producers protested, the Company brought indigo experts from the West Indies to establish factories in Bengal. The results were astounding: Asian indigo imports jumped from 25,000 pounds in





1782 to over 4 million pounds by 1802.

Similarly, Bengal silk became the gold standard. J. Geoghegan, in his book *Silk in India*, noted that by 1776, Bengal silk had driven almost all competitors—save for the Italian and Chinese—out of the English market. The town of Murshidabad became the epicentre of this industry. The Portuguese were the first to procure this silk in the 16th century, followed by the Dutch, who opened a massive commercial factory at Kalikapur in 1653.

THE BANKERS TO THE WORLD: THE HOUSE OF JAGAT SETH

No discussion of Bengal's wealth is complete without the House of Jagat Seth. While European companies like the East India Company are often the focus of history, the indigenous banking houses were far richer and more influential. The Mughal Emperor Farrukhsiyar conferred the title "Jagat Seth" (Banker to the World) on Manikchand, the founder of the house, for his extraordinary economic foresight.

During the famine of 1700, Manikchand proposed a revolutionary credit system. He recommended that the Empire allow

the issuance of personal hundis (bills of exchange) that were transferable and backed by the State. The House of Manikchand acted as a central bank, buying these *hundis* at a discount and providing the liquid cash necessary for merchants to move grain and for farmers to buy seeds. This stimulus package effectively ended the famine—a move that predates the economic theories of John Maynard Keynes by over 150 years.

By the 1720s, the Jagat Seths had acquired the sole privilege of coining money and controlling the price of bullion in Bengal. Their wealth was legendary. Edmund Burke,



the British political thinker, later compared the transactions of the House of Jagat Seth to those of the Bank of England. It was said they could transfer the entire annual revenue of the eastern provinces—roughly 1.5 crore silver coins—through a single Hundi.

THE EUROPEAN REACTION AND PROTECTIONISM

The sheer volume of Bengal's exports eventually caused a crisis in Europe. In the 1680s, the East India Company was exporting 200,000 pieces of Indian textile annually. The Company's share price quadrupled in two decades, and the influx of Indian goods was so great that it began



silks, Bengals and calicoes." Even in France, despite similar restrictions, the elite could not resist; Madame de Pompadour, mistress of Louis XV, was famously painted in 1764 wearing a beautiful Indian chintz dress.

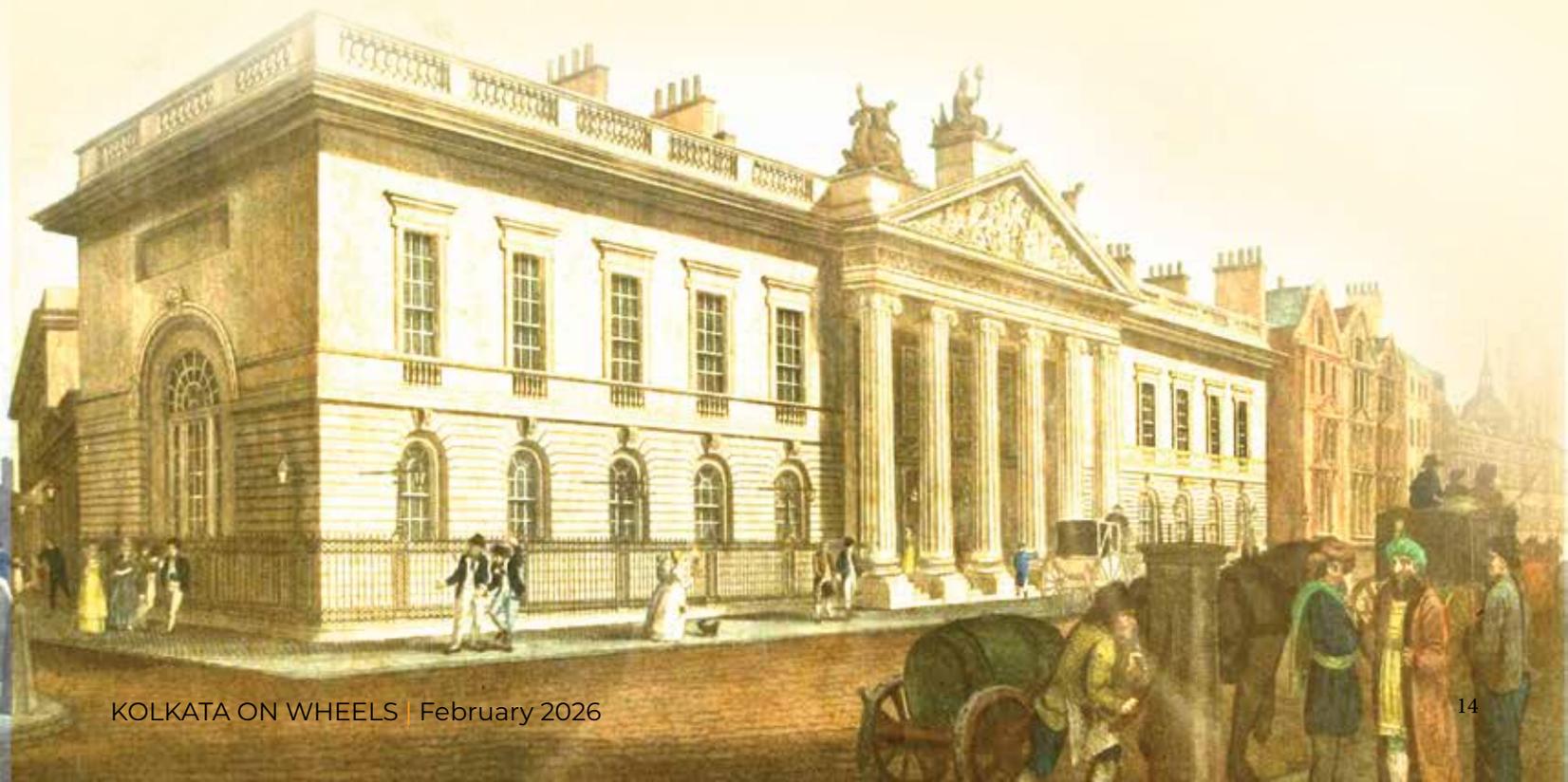
A LEGACY OF OPULENCE

By the mid-18th century, Murshidabad was perhaps the wealthiest city on the planet. A contemporary historian noted that the city enjoyed the highest concentration of wealth in the world, with over ten billionaire families residing within a one-mile radius. Their combined wealth surpassed that of the entire British aristocracy. They lived in palaces designed by European architects—replicas of Buckingham Palace and Versailles—and wore jewellery that made European royalty look modest.

Bengal in the 17th and 18th centuries was a sophisticated, industrialized, and financially advanced society. It was the heart of global trade, a place where art met industry, and where the "Bankers to the World" regulated the flow of global silver. This era of prosperity highlights a time when the "wealth of nations" was firmly centred in the East, driven by the ingenuity and industry of the Bengali people.

to threaten the domestic industries of England and France.

In London, protectionist sentiment boiled over. In 1696, weavers marched on Westminster; later, 5,000 weavers attacked the East India House. This pressure led the British Parliament to pass the Calico Acts, forbidding the use and wearing of "wrought





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For Wheelers & Guests



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Venue: TBA

For Wheelers & Guests

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Prasenjit Daw	01-Feb
Soumen Paul	02-Feb
Sauvik Bera	02-Feb
Anubrata Gangoly	03-Feb
Prabal Sen	03-Feb
Biplab Bhowal	04-Feb
Goutam Biswas	04-Feb
Kanchan Purkayastha	04-Feb
Tapas Kumar Mukherjee	05-Feb
Sanjay Guhathakurta	06-Feb
Suvodeep Soo	06-Feb
Sandip Mukherjee	06-Feb
Manik Nath Bandyopadhyay	06-Feb
Sutanu Roy	06-Feb
Dalia Majumdar	07-Feb
Bhaskar Banerjee	07-Feb
Swarup Lal Mitra	08-Feb
Bikash Kanti Sarkar	09-Feb
Dhiman Mukherjee	09-Feb
Samrat Sarkar	10-Feb
Pranab Barman	10-Feb
Dipankar Ghosh	15-Apr

NAME	DATE
Sayantana Das Purakayastha	13-Feb
Rakesh Shovan Ghosh	13-Feb
Debopam Bandyopadhyay	13-Feb
Tushar Kanti Sett	14-Feb
Sekhar Basu Majumdar	15-Feb
Dwarakeswar Mondal	15-Feb
Ranjan Chakraborty	16-Feb
Soubhadra Chakraborty	19-Feb
Tanmay Chattopadhyay	21-Feb
Sarbajit Mookherjee	21-Feb
Chanchal Kumar Chandra	21-Feb
Ratan Kumar Paul	22-Feb
Souvik Bhattacharya	23-Feb
Arijit Lahiri	23-Feb
Ashit Marwah	25-Feb
Prabal Kumar Dey	26-Feb
Ayan Lahiri	26-Feb
Tarun Kumar Chatterjee	26-Feb
Mousumi Chatterjee	26-Feb
Raju Sarkar	26-Feb
Indranil Deashi	26-Feb
Kausik Samadder	27-Feb
Colonel S.K. Saha	27-Feb





EIMG Concours d'Elegance 2026 dazzles the City of Joy

 Joydip Sur

On Sunday, February 1, all roads led to The Lake Club as the EIMG Concours d'Elegance 2026 set the City of Joy on fire with a bevy of scintillating and exotic vehicles which took part in this annual heritage extravaganza.

Now in this fifth edition, the event was organised by Eastern India Motoring Group (EIMG), a community of serious heritage vehicle collectors & restorers, in collaboration with The Lake Club and in association with ACE Commercial. With the majestic Rabindra Sarobar in the backdrop and clear blue sky above, the sprawling green lawn of The Lake Club will make for the perfect setting for

a memorable rendezvous with motoring heritage.

The EIMG Concours d'Elegance is the brainchild of EIMG Founder & President Mr. Shrivardhan Kanoria who felt the need of gifting the City of Joy with an international standard Concours that would go on to rival the best in the world. With every passing year, the EIMG Concours has been gaining in stature and reputation attracting application from hundreds of serious heritage vehicle restorers and collectors from across eastern India. Kanoria himself meticulously handpicked the final entries of the EIMG Concours from the vast pool of applications received. The competition has been becoming more and more tough each year with the very best of the best locking horns for the top honours.

Mr. Shrivardhan Kanoria was the Chief Judge of the EIMG Concours d'Elegance 2026. He was joined by a panel of expert judges which included Mr. Avik Naha, Mr. Shubhajit Kumar and Mr. Swapan Kumar Lahiri. The heritage vehicles were judged on the basis of authenticity, restoration, maintenance, provenance, rarity and personal connection with the owner. An iconic name in the heritage vehicle fraternity

Mr. Nitin G, Dossa, Founder, Director & Chairman of VCCCI and Chairman of WIAA graced the Prize Distribution Ceremony as the Guest of Honour.

The icing on the cake at this year's EIMG Concours was the line-up of beautiful and rare Rolls-Royces which adorned the club lawns like spectacular jewels. Keeping the Rolls-Royces company was a century-old 1925 AC Royal owned by Yogesh Agarwalla – a very popular Kolkata car which has been participating in rallies since 1968.

Another highlight at the EIMG Concours 2026 was the showcase of a rare and historical Jaguar E-Type owned by Mr. Dharmaditya (Julia) Patnaik which has been completely resurrected by Concourz Restorations.

A 1938 Rolls-Royce 25/30 owned by Avik Naha made its third consecutive appearance at the EIMG Concours d'Elegance. This stunningly beautiful car won The Best of Show at the 2024 Concours d'Elegance at The Lake Club.

The 1948 Plymouth Special Deluxe once driven by legendary singer and composer Hemanta Mukhopadhyay and now owned by Swapan Kumar Lahiri was another beauty on display at the EIMG Concours. The Lahiri family bought this car in the early 1970s and thoroughly restored it. Fondly referred to as 'Nilu', the car is meticulously maintained till date. This car won The Best of Show at last year's EIMG Concours.

A rare 1948 Bentley Mark VI owned by Azam Monem returned to the EIMG Concours d'Elegance for the second consecutive year. A marvelous car and one-of-its-kind in Kolkata charmed the onlookers. Saurjya Pratim Mitra's brilliantly restored 1937 Ford 7W10 also returned to the EIMG Concours and attracted admiration and envy in equal measure.

A rare German car Adler manufactured in 1938 proved to be a huge crowd puller. Presently owned by former cop Mr. Gadai Chandra Dey, this car has a fascinating history. It was buried after the owner of the vehicle heard in 1939 that it would be acquisitioned by the



American Army for its officers serving the USA during World War II. It was later salvaged in 1965 and completely restored.

A 1963 Triumph Spitfire which was once owned by Bollywood actor Jackie Shroff has always been a popular car in the Kolkata circuit, much like its debonair owner Saikat Dutta. As always, this car turned many heads at this year's EIMG Concours d'Elegance.

A Ford Anglia whose reference one gets in the writings of JK Rowling's Harry Potter evoked admiration from young and old visitors alike. Once owned by ace footballer Subhas Bhowmick, this car is presently the prized possession of Amritendu Roy.

Other noteworthy vehicles which were showcased at The Lake Club – EIMG Concours d'Elegance 2026 included a 1937 Rolls-Royce 25/30 owned by The Karnani Family, Avik Naha's 1948 Rover 14 P2, Siddharth Swarup's 1947 Wolseley 14, Sarmistha Hazra's 1965 Hillman Imp, Prithvi Nath Tagore's 1958 Mercedes-Benz 180 A, a well-maintained 1964 Standard Herald owned by Subhajit Kumar, and Sarojesh Mukerjee's 1958 Standard Vanguard, just to name a few.

A 1938 Rolls-Royce 25/30 along with a well

preserved 1936 Bentley 3.5L belonging to the Shrivardhan Kanoria Collection was also displayed at The Lake Club – EIMG Concours d'Elegance 2026 adding panache and elegance to the event.

The Lake Club has been successfully hosting the Concours d'Elegance in collaboration with EIMG for their members and guests. This event witnessed a great turnout of exotic heritage cars, as well as a huge footfall of both members and outsiders, making it the Best Vintage Motoring Event of Kolkata.

Special thanks to The Lake Club President, Mr. Indranil Ghosh, The Joint Secretaries, Mr. Subrata Guha, Mr. Debabrata Dutta, and all the Committee Members of the Club, for the breathtaking venue, cocktail brunch, and wonderful hospitality. This gesture of Lake Club in collaborating with EIMG has been a big step towards preserving the Motoring Heritage of Eastern India.

A special shout out to EIMG Secretary Mr. Subhajit Kumar for being instrumental in bringing The Lake Club and EIMG together to host this memorable venue. Heartfelt gratitude to EIMG Vice president Mr. Avik Naha for hosting the Concours Dinner for the EIMG Members.



EIMG CONCOURS D'ELEGANCE 2026 RESULTS:

Category A - Cars Built Upto 1930

Best In Class - 1928 Essex Super 6 - Surendra Kumar Dugar

Second In Class - 1929 Fiat 514 C - Gautam Sureka

Third In Class - 1930 Ford Model A - Partha Banik

Category B - Cars Built From 1931 Upto 1940

Best In Class - 1934 Rolls-Royce 20/25 - Krish Ajmera

Second In Class - 1932 Ford V8 - Debaprem Chatterjee & P. S. Basha

Third In Class - 1938 Alder Trumpf - Gadai Chandra Dey

Category C - Vintage Two Door Cars

Best In Class - 1937 Ford 7W10 - Saurjya Pratim Mitra

Second In Class - 1937 Opel Kadett - P.s. Basha

Third In Class - 1938 Austin 7 - Susanta Sardar

Category D - Cars Built From 1941 Upto 1950

Best In Class - 1948 Rover 75 - Sarojesh Mukerjee

Second In Class - 1947 Chevrolet Fleetmaster - Saikat Dutta

Third In Class - 1948 Morris 8 - Shibabrata Laha

Category E - Cars Built From 1951 To 1975

Best In Class - 1958 Mercedes-Benz 180 A - Prithvi Nath Tagore

Second In Class - 1951 Austin A70 - Subhodeep Ghosh

Third In Class - 1951 Morris Minor - Subrata Sarkar

Category F - Classic Two Door Cars

Best In Class - 1948 Mgtc - Rupak Ghosh

Second In Class - 1964 Ford Anglia - Amrit Roy

Third In Class - 1965 Hillman Imp - Sarmistha Hazra

Category G - Indian Heritage Cars

Best In Class - 1958 Standard Vanguard - Sarojesh Mukerjee

Second In Class - 1955 Standard 10 - Indra Kumar Ghosh

Third In Class - 1961 Fiat Select - Mayukh Ray

Category H - Two Wheelers

Best In Class - 1952 Bsa B31 - Mubaraq Maseeh

Second In Class - 1947 Ariel Red Hunter - Harjit Singh Dhanjal

Third In Class - 1949 Norton Dominator - Chandan Basu Mallik

Oldest Car Award - 1925 Ac Royal - Yogesh Agarwalla

Oldest Bike Award - 1936 James - M.a. Moin

Preservation Award - 1961 Mercedes-Benz W110 - Anirudha Ghose

Restoration Award - 1957 Land Rover S1 - Makaibari Tea

Resurrection Award - 1930 Ford Model A - Jatin Pal Singh

Admirable Award - 1935 Austin 10 - Subrata Roy

Judge's Choice Award - 1963 Triumph Spitfire - Saikat Dutta

Special Car Award -

1947 Wolsley 14 - Siddharth Swarup

Touring Delight Award -

1949 Chevrolet Fleetline - Mamita Jaiswal

Sporty Playboy Award -

1974 Range Rover - Vivekananda Chanda

Epitome Of Elegance Award -

1948 Bentley Mk Vi - Azam Monem

Hot Ride Award -

1973 Fiat Barchetta Replica - Saurabh Poddar

Vasant Karnani Memorial Award For The Third Of Show -

1958 Mercedes-Benz 180 A - Prithvi Nath Tagore

Momen Sahab Memorial Award For The Second Of Show -

1948 Bentley Mk Vi - Azam Monem

Shashi Kanoria Memorial Award For The Best Of Show -

1934 Rolls-Royce 20/25 - Krish Ajmera

Photographs courtesy:

Mohammed Adnan Aslam & Yatharth Sheth



Do Numbers Lie Without Lying?

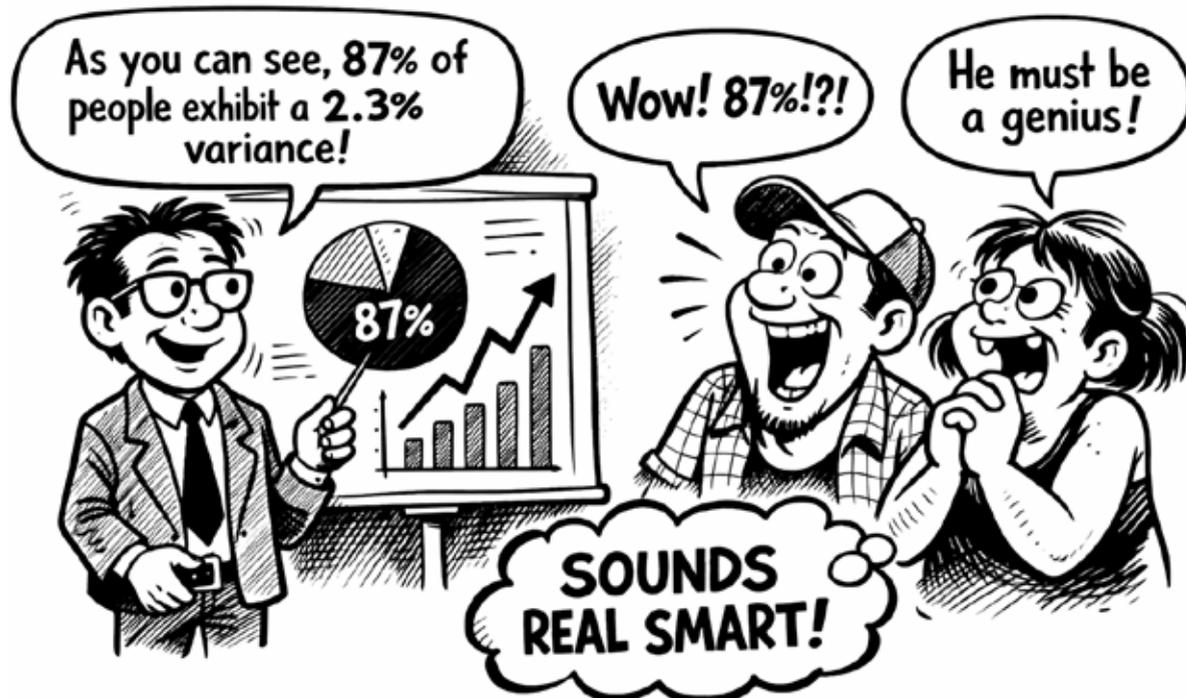
 Abhijit Dasgupta

Do you believe in numbers? Of course you do. You do count money... don't you? You keep accounts. All numbers. Statistics – It's neat, disciplined, and wear white lab coats. Statistics is a mathematics-based science, after all. It must be trustworthy. But let's try a small experiment.

You are lying on a bed. Your head is inside an oven. Your feet are in a freezer. Statistically, you are at a perfect temperature... feeling relaxed. In reality, you are either being baked or preserved for a museum.

Welcome to the world of averages.

HOW STATISTICS IMPRESS THE UNEDUCATED



This proves absolutely nothing. "87% of people exhibit a 2.3% variance."

Variance of what? Variance of income? Variance of height, weight? Variance of test scores? Variance of blood pressure? It's like saying - "The temperature changed by 3

degrees" - but not telling whether it was in a freezer, a desert, or your tea.

87% of which people? Indians? Voters? Patients? People in a room?

Why does it sound convincing?

Because it contains... A big percentage

(87%), A decimal (2.3%) and a technical word - variance.

These three together trigger what psychologists call “numerical authority bias.”

The brain hears precision and assumes truth.

It is the same trick used in, ‘Dubious surveys’, ‘Political speeches’, ‘Advertising’ and ‘Fake research’.



You can use real mathematical words to create a statement that is grammatically correct, emotionally impressive and scientifically meaningless.

When do numbers steal stories? In wars, governments don't say-

“A 12-year-old girl on way to school with her father, was a brilliant student...who loved drawing was killed today.” They say - “42 killed.” “300 displaced.” “15 air strikes.”

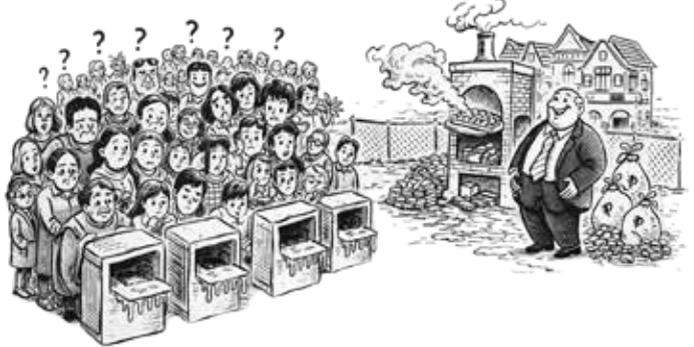
One of those 42 was that little girl. One was a teacher who refused to leave his students. One was a doctor treating patients. One was a mother holding a baby. But when humans become digits, they become quieter.

Numbers shrink screams. A thousand deaths

on page 5 feels less tragic than one named child on page 1 - even though a thousand deaths is infinitely worse.

Numbers anesthetize grief.

Imagine a small town of one thousand. 999 people earn ₹2,000 a month. One billionaire earns ₹20,00,00,000 a month.



Statistically, this town is rich. In reality, more than 90% are wondering how to buy the daily bread. The billionaire's oven has warmed everyone's

freezer - on paper only.

We regularly see hospital hoardings... Imagine the Hospital that ‘Lies with 95% Honesty’. It advertises - “95% survival rate!” Sounds great. But that might well be...

95 routine appendix surgeries (all survive)
5 cancer cases (all die)

For a cancer patient, that 95% is not hope. It is a mathematical prank.

A country's GDP grows at 7%.

Newspapers throw confetti. TV anchors jump, dance and shout. Experts pop up overnight. Social media explodes with sponsored patriotism. But where does the money go? How many of us ask that question?

To corporations owned by a very few.

To stock markets dominated by the rich.

To the richest 5%.

Most people feel poorer - not richer. The economy is on fire. The household freezer is still cold. Statistically booming. Socially freezing.

Statistics Are Not Lies. They just tell the truth the way a map shows mountains - by flattening them.

Every evening, some rush to participate or watch the daily shouting bouts on television. They come to the No 1 TV Channel. How Every TV Channel claim to be No.1?

All Indian TV channels are measured by BARC India (Broadcast Audience Research Council).

But BARC doesn't give one TRP. It gives thousands.

1. Time (7:00–7:15 pm, 9:30–9:45 pm)
2. Day
3. Genre
4. Market
5. Language
6. Age and gender... etc.

So, channels go fishing. With a large magnifying glass!

They find the one tiny slice where they are ahead - and shout... "We are No.1!"

Not all care to go deep to find the truth. They are either too busy or too lazy. This is called Cherry-Picking.

Which means - Media ranking is not measurement. It is marketing.

They don't lie. They select the only truth that sells. Sells well and sells fast.

A channel that ushered in the shouting bouts once claimed... "India's No.1 English News Channel"

Read in fine print... and you'll find

something like "BARC, Week 32, Mon-Fri, 9-10 pm, Urban Male 22-40, English News, 5 metros"

This actually translates to - One hour per day. Five cities. Young men only. Do you see the ploy?

Yet another - now Hindi. "No.1 Hindi News Channel"

In fine print - Sunday, 7-9 pm, Hindi-speaking states. That is 2 hours - the rest 22 hours ?

And another...

"No.1 at 9 pm"

In fine print: 9-9:15 pm, elite men, English. That is a 15-minute male-only party - sold as a national victory.

Why is this legal?

Because the data is not fake.

Only the truth is incomplete.

It's like saying:

"Highest-selling book in its category" where the category is "Paperback books on Tuesdays in South Kolkata."

How do you cook TRP?

According to a source inside the industry -





Index 2025...

India is 102 out of 123, score 25.8, classified as "serious."

Child malnutrition...

Stunting ~32.9%

Wasting ~18.7%

All true.

So, what is India?

A rising superpower or a struggling household?

Actually both.

Numbers are not lies.

They are optical illusions made from data.

Governments use them to claim success. Corporations use them to

sell hope.

Bureaucracies use them to deny suffering.

So yes, read statistics. Rely on them. But, always read between the lines.

Because in the end, the oven and the freezer never tell you how the body feels. Didn't we read at school – 'truth told with a bad intent, beats all the lies you can invent.'

Use numbers to count the world - but use human stories to understand it.

Source of TRP	Share
Genuine viewer choice	30–40%
Paid placements & sponsored content	25–40%
Outrage engineering	15–25%
Platform manipulation	5–15%

Is it true that more than half of Indian news TRP is bought or engineered?

News is not watched. It is marketed.

Indian TV news is not a social mirror.

Credible, balanced are words that have vanished in the dictionary of the channels.

It is a rating factory where attention is bought and sold every 15 minutes.

It is the science of creating a perception...an illusion.

Now Zoom Out to the Country

India is the 4th largest economy in the world by total GDP in 2025, having overtaken Japan. Yes, certainly True.

The top 1% owns about 40% of wealth. Also, very true.

India ranks around 119th in per-capita income. Also, true.

Global Hunger





Wheels Day Drive Tour To Krishnanagar

A Date With History

 Wheeler Avijit Hazra

A Day Drive Tour to Krishnanagar was organized by Kolkata on Wheels on Sunday, February 8, 2026. The event was scheduled just 10 days after the hugely successful 5-day drive tour to Betla, Natarhat and Hazaribagh from 24th to 28th January, 2026.

This year, the elusive winter of Kolkata has played an unusually longish innings and, in its effect, the weather on Sunday was very pleasant; perfect for a long drive. Around 75 participants including Wheelers and their family members were spotted in light woollens in the morning at the reporting point.

The reporting and flag-off venue for the Day Drive Tour to Krishnanagar was the state-of-art MG Prime Auto showroom in Shakespeare Sarani - our Drive Partner. Upon entering the MG Prime Auto Showroom, we were greeted by their team who also showed us the various MG cars on display.

The participants started arriving at the venue from around 7 am onwards. Registration formalities commenced followed by handing over of breakfast boxes and rounds of tea. The participants were subsequently engaged

in affixing the number stickers and event partner brand logo stickers on front and rear windshields, bonnet and doors of their cars.

Then it was time for the customary participant's briefing by Team Wheels. This was followed by a speech by Mr. Ranjan Das, Head of MG Prime Auto who briefed the gathering about the present MG portfolio and also informed us about the recently launched All-New MG Hector which would be the lead car of the convoy. Briefing over, it was time for the flag-off which commenced around 8.15 am. The total number of participating cars this time was 32.

The drive route decided was from Shakespeare Sarani to Park Circus 7 Point Crossing and then on to the Maa Flyover. After alighting from Maa Flyover, we



continued driving on the Eastern Metropolitan Bypass towards Ultadanga and VIP Road leading up to the Kolkata Airport. Just before arriving at the VIP Road - Jessore Road crossing, we turned right to reach Airport Gate No. 2.5 which joins Jessore Road, to avoid some congestion. Thereafter we continued driving on Jessore Road up to Madhyamgram More from where the convoy turned left. This road was a bit congested and narrow with slow-moving traffic. The convoy continued on this road till the end where the road meets with Kalyani Expressway.

From this point, the convoy turned right on to Kalyani Expressway and from this point onwards it was a breeze. The entire stretch of the expressway of around 30 kilometres right up to Kampa More (crossing) near Kanchrapara. This stretch also has a large number of flyovers minimizing signals and crossings and pedestrian interference. From Kampa More, the convoy took a right turn towards Barajaguli. This stretch of road of about 10 kilometres to Barajaguli crossing was a single carriageway, with both way traffic movement and dotted with speed breakers at regular intervals.

At the Barajaguli crossing, the convoy turned left to take the erstwhile NH34, now rechristened as NH12. After Barajaguli the road quality improved immensely, being six-lane



at places and with a lot of flyovers but there remains a lot of junctures which are four-lane but with no barriers resulting in unrestricted access of pedestrians, two wheelers and animals. Thus, the infamous road restrictors or barriers, supposedly to control the speed of vehicles and which is a speciality in this part of the country, also reappeared at a number of places. Overall, however, the road quality of the approximate 65-kilometre stretch from Barajaguli to Krishnanagar was quite good. A much-needed bio break was taken at an Indian Oil Filling Station, just a few kilometres before entering Krishnanagar. After that the convoy





was on its way again, entering Krishnanagar shortly by taking a right turn from NH12. Once inside Krishnanagar there was a lot of traffic to negotiate on narrow roads.

The first stop was Krishnanagar Cathedral, a very impressive construction in the Italian/Roman style which is around 127 years old. The cathedral ground was quite big, accommodating all the convoy vehicles without any issue. The group assembled in front of the cathedral and was briefed about the same by Father Biswas. The interiors were beautiful and adorned with huge canvas paintings depicting the life of Jesus Christ.



After exiting the church, there was a mini treat in store for us as we were given a Krishnanagar speciality sweet called "Sarpuriya" along with a bottle of soft beverage. The group then proceeded to visit the Christo Mandir, located right opposite the cathedral. The Christo Mandir is a much newer construction of 2009 and its interiors contain a large number of wooden frescoes and paintings depicting the entire life of Jesus Christ. Stained glass work in the upper portions is also excellent. After completion of visit to both these impressive churches, the convoy proceeded to Ghurni, the last stop in Krishnanagar before the lunch break.



Ghurni is home to the famous clay artists who create masterpieces of dolls, deities and famous personalities in various shapes and sizes. The artists have been awarded nationally as well as internationally for their intricate craftsmanship over the years.

The convoy reached Ghurni in about 15 minutes but special mention must be made of the great help and co-operation of Krishnanagar City Police who helped us enormously to move in a convoy right from the point when the convoy entered the cathedral to all the traffic signals where they gave us right of way stopping other traffic. Parking at Ghurni was initially a bit of an issue with so many cars converging at the same point on narrow roads. However, things got settled fast with the arrangements in an open field. Most Wheelers and their family members visited the shops stocking a wide variety of clay models. Purchases were





made by many in the group.

Around 2 pm, it was time for lunch which was booked for the group at Mother's Hut, just outside Krishnanagar. The drive to Mother's Hut took around 15 minutes. Parking of so many convoy vehicles was a breeze with enormous space provided by the restaurant at the backside. Before commencing with the lunch, the birthday of Mrs. Mala Basu, wife of veteran Wheeler Mr. Jayant Basu was celebrated with a cake cutting ceremony along with the customary song. Mother's Hut is a very spacious restaurant which can accommodate

hundreds of guests and the group had a private dining area reserved. Fish fry and delicious Biryani along with Aam Doi was tackled with right earnest. The special feature was of course the use of robots "Ananya" for carrying food from the kitchen to the tables. After completion of lunch, the group dispersed with the participants heading to their respective destinations on their own. The curtains thus came down on this very enjoyable, entertaining and meticulously planned day drive tour. A big vote of thanks goes to Team Wheels for making this possible.

Sundarbans

Into The Wilderness

 Team WHEELS

The name 'Sundarbans' may have been derived from the 'Sundari tree' which dominates the flora of the region, but in local language it means the 'beautiful forest', which epitomizes all what Sundarban is. The largest mangrove forest in the delta formed by the confluence of three mighty rivers - Ganga, Brahmaputra and Meghna, Sundarbans covers an area of around 10,000 square kilometres of which around 40 per cent is in India and the rest in neighbouring 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. Join Team WHEELS as we explore the beautiful and enchanting wilderness at Sundarbans.

*Photographs by
Pooshan Deb Mallick*



A quick pit stop on Basanti Highway

ROUTE DESCRIPTION

There are several gateways through which one can enter the Sundarbans while travelling from Kolkata – Jharkhali, Godkhali, Chunakhali, Dhamakhali - just to name a few. We found that the easiest and best way to reach this tidal mangrove forest was through Jharkhali where our host – Mr. T.K. Roy, owner of Royal Sundarban Wild Resort and his team was waiting to welcome us.

Jharkhali is being widely promoted as the new gateway to the Sundarbans. It is emerging as a favourite hot spot among tourists intending to visit the Sundarbans Tiger Reserve because of its vantage location and easy accessibility by road. Because of its proximity to the various watchtowers situated in and around the core area of the Sundarban National Park, Jharkhali is the ideal gateway to cover the watchtowers of Dobanki, Netidhopani under the Sundarban Tiger Reserve Area as well as the watchtowers and camps of Bonnie Camp, Kalash Dweep, Haliday Island and Kalash Beach under the Sundarban 24 Parganas Forest Division.

Jharkhali is located around 113 km away from Kolkata by road and takes around 3 hours 30

minutes to reach by car. After reaching Parama Island near Science City, in front of Pragati Maidan Thana around 10.30 AM and setting the trip meter to 0.0 km, we set off on our journey along the Basanti Highway - which later joins the State Highway 3A.

We drove on the scenic Basanti Highway dotted with greenery on both the sides, crossing the Bantala Leather Complex on the right and continuing straight through Bojerhat Notun Bazaar and Paglar Haat.

We continued driving straight on the Basanti Highway crossing the congested Ghatakpur Chowmatha, Malancha and kept following the highway throughout its length till we reached the Teresa More (you will notice a statue of Mother Teresa here) with the odometer indicating 89.2 kilometres. From this juncture, we took right from the Y-fork (left road leads to Godkhali) and continued driving on the road towards Jharkhali.

As you proceed, very soon you will be greeted with greenery and patches of forest land which is a sight to behold. The last stretch comprising of a few kilometres leading up to Jharkhali is broken tarmac. But nothing majorly unnerving. We drove cautiously at low speeds till arriving at our final destination on our left with the odometer clocking 113.6 kilometres – Royal Sundarban Wild Resort.



Cruising on the Matla River

SUNDARBANS

Sundarbans, the vast, intermittently submerged archipelago of 102 islands largely covered by the mangrove forests, forms the delta region of the Ganges as it opens into the Bay of Bengal. Only 54 islands have human habitations and the rest are practically impregnable with their rich variety of flora and fauna. Two-thirds of Sundarbans is in Bangladesh and only one-third in India.

The region derived its name either from the Sundari trees (a variety of mangrove which is on the verge of extinction) or from “sundar”

which means beautiful and “ban” denoting forest. It is a region who’s fishing folk traverse through the imaginary man-made borders of India and Bangladesh as the wind and tides force them through the numerous river-channels as it mingle with the turbulent, saline sea-water flooding the islands every now and then.

Out of the 64 varieties of mangrove trees found in Sundarbans, the most common are Hetal, Bayin, Gewa, Garjan, Golpata, Keora, Dhodul, Garan, Tora and Khalsi.



Cruising by the island hoping to catch a glimpse of the wildlife



The Royal Bengal Tiger appears from the forest



A crocodile sunbathing on the river bank



A red crab crawling on the river bank



Little Cormorant

HISTORY

It is said that Chaand Saudagar, the merchant, was the first to build a settlement in the now existing Baghmara forest block; the ruins are still evident. However, it was Sir Daniel Mackinnon Hamilton, a Scotsman, who had come to Kolkata to work for MacKinnon & McKenzie and developed settlement at Sundarbans. Hamilton had gathered an immense fortune and became one of the richest men in British India. He set his eyes on the deltaic islands in south Bengal and in 1903 bought 10,000 acres of the tidal land from the government. His efforts at developing this place brought in other people into these islands. They were people who dared not only to struggle against nature for a living but also to fight against the predators that lived there – the innumerable tigers, crocodiles, sharks and snakes. They dug up large water bodies for sourcing sweet water and built villages for human habitation. Hamilton also started the first cooperative of India and Rabindranath Tagore came for a visit in 1932 and stayed at Gosaba for a few days. Sir Hamilton's house in Gosaba still stands and is being presently used as a government office.

Sundarbans was declared as a Reserved Forest in 1875, a National Park and as the core area of the Tiger Reserve in 1973 and a Wildlife Sanctuary in 1977. In 1987 UNESCO declared it as a World Heritage Site.



TOURISM

Sundarbans is completely different from the rest of the forests in India. While most of the reserve forests and wildlife sanctuaries are on firm ground with pathways to explore the interiors, in Sundarbans rivulets crisscross the entire region. The only way to explore the forest is by motorized boats.

Sundarbans is essentially divided into three zones. The core area (1,313 square kilometres) under the Central Government which remain out of bounds for tourists; the buffer zone (1,211 square kilometres) under the State Government where honey collection and fishing are permitted and the sanctuary in Sajnekhali delta area (364 square kilometres) where tourism flourishes.

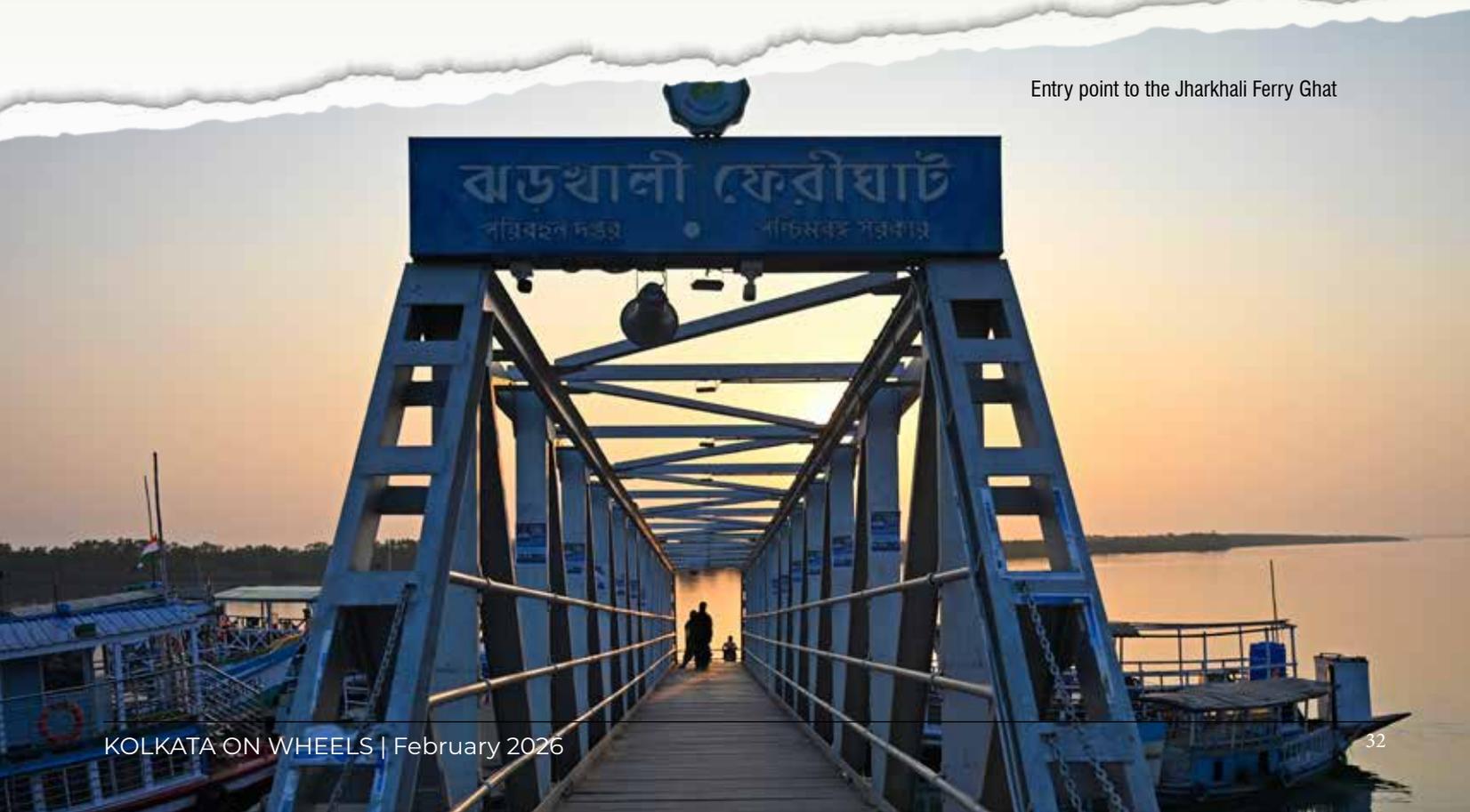
There are altogether six watch towers for the tourists in Sundarbans; three are in the

sanctuary area of Sajnekhali, Sudhanyakhali and Dobanki, one just outside the core area of Nitidhopani and the rest of the two are located in the buffer area of Burir Dabri and Jhing Khali.

Home to the world famous Royal Bengal tigers, Sundarbans is the only place where the aquatic capabilities of the tiger come to the forefront. Equally agile on the land and water, these big cats have learnt to swim across rivers and hunt for food deep inside the human habitation. As a safety measure, you will find that several islands which are inhabited by humans have boundaries of nylon nets up to a height of nearly 8 feet. These act as psychological barrier for big cats which may stray in the villages after crossing the river. As per the last census, there are around 125 tigers in Sundarbans.



Entry point to the Jharkhali Ferry Ghat





View of the Royal Sundarban Wild Resort

ROYAL SUNDARBAN WILD RESORT

During our visit to Jharkhali, Team WHEELS stayed at the Royal Sundarban Wild Resort. This elegantly and tastefully designed resort is located amidst nature and closest to the Jharkhali ferry ghat which served as our gateway to the Sundarbans forest area.

This beautiful property has 19 rooms and cottages spread across categories and price segments that can comfortably accommodate up to 40 guests. The rooms are spacious, clean and equipped with modern amenities that will soothe the urbane soul. The balconies of the cottages allow a clear view of the swimming pool and

the garden – a beautiful place to relax and unwind, especially during sunrise and sunset.

The food at Royal Sundarban Wild Resort is praiseworthy. We savoured some mouthwatering delicacies during our stay at the resort and highly recommend the Pata Pora Koibhol, Pata Pora Chingri, Boral Maach Bhaja, Deshi Murgi Kasa and Crab Masala to the guests during their stay at this wonderful property.

The hospitality at Royal Sundarban Wild Resort is commendable. The staff here is

View of one of the deluxe double bed rooms at Royal Sundarban Wild Resort



courteous & efficient and left no stones unturned to ensure that our stay at the Royal Sundarban Wild Resort was comfortable, enjoyable and memorable.

Tourists visiting Royal Sundarban Wild Resort can also opt for their 1N 2D or 2N 3D packages - which comprise of Kolkata-to-Kolkata transfer, choice of non-AC or AC accommodation, delicious meals and local sightseeing including visit to the Jharkhali Tiger Rescue Centre, Jharkhali Watch Tower, Butterfly Garden and witnessing scenic sun set on the confluence of River Matla and Herobhanga.

Motorists travelling in their personal car can safely park their vehicles inside the premises of the Royal Sundarban Wild Resort.

TAILPIECE

The beauty of Sundarbans lies in its natural uniqueness with thousands of meandering streams, creeks, rivers and estuaries. 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. If you haven't been to the Sundarbans yet, then you are missing out big time.

FOR BOOKING CONTACT:

Royal Sundarban Wild Resort

Mr. T. K. Roy – 7407224444

Mr. Manas Sardar – 9609111144

Helpline – 18008901536

Email – info@royalsundarban.com

contact@royalsundarban.com

Website – royalsundarban.com



One of the many beautiful cottages at Royal Sundarban Wild Resort



ROUTE: KOLKATA - JHARKHALI			
DISTANCE (km)	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
0.0		PAROMA ISLAND	Set car's trip meter to "0" at Paroma Island and proceed towards Ruby Pragati Maidan Thana
0.5		SH-3A BASANTI HIGHWAY	Do not get on to the flyover. Take the left road that leads to Basanti Highway
0.8		SH-3A BASANTI HIGHWAY	Take the left turn from here
3.5		SH-3A BASANTI HIGHWAY	Drive straight. Road on the right leads to Urbana Complex
7.9		SH-3A BASANTI HIGHWAY	Bengal Institute of Technology on the right. Keep driving straight
8.5		SH-3A BASANTI HIGHWAY	Sonarpur on the right. Keep going straight
13.5		SH-3A BASANTI HIGHWAY	Bantala Leather Complex Gate No.1 on right. Proceed straight
14.9		SH-3A BASANTI HIGHWAY	Bantala Leather Complex Gate No.3 on right. Proceed straight
16.3		SH-3A BASANTI HIGHWAY	Bojerhat Market on the left. Keep driving straight
19.2		SH-3A BASANTI HIGHWAY	Keep driving straight from Paglar Haat
23.5		SH-3A BASANTI HIGHWAY	Nalmuri Hospital on left. Keep driving straight
25.0		SH-3A	Cross Ghatakpukur More and keep driving straight
33.0		SH-3A	Ghusighata Bazar - congested area. Drive cautiously
35.7		SH-3A	IOCL pump on right. Keep driving straight
37.5		SH-3A	Keep driving straight

ROUTE: KOLKATA - JHARKHALI			
DISTANCE (km)	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
38.5		SH-3A	Basanti Highway Dhaba on your left. Keep driving straight
42.2		SH-3A	Malancha Bazar. Congested area. Drive cautiously
42.5		SH-3A	Keep driving straight. Road on left leads to Taki
55.7		SH-3A	Rajbari Bazar, congested area!! Keep driving straight
60.2		SH-3A	Keep driving straight
74.6		SH-3A	Turn left for Jharkhali (Shimultola Hospital More)
76.3		SH-3A	Koltola More and Bazar. Turn right
86.6		SH-3A	Coution!! Sonakhali Bazar. Take left fork towards Jharkhali
87.9		SH-3A	Cross Hogal Setu. Keep driving straight
89.2		SH-3A	Teresa More. Take right towards Jharkhali
92.3		BASANTI JHARKHALI ROAD	Cross Shibganj Bazar. Keep driving straight
109.2		JHARKHALI BAZAR MAIN ROAD	Turn left from Jharkhali Bazar Raj More
110.4		JHARKHALI BAZAR MAIN ROAD	Turn left from Jharkhali Bazar Main Road
111.5		JHARKHALI BAZAR MAIN ROAD	Turn right from this point
113.6		JHARKHALI BAZAR MAIN ROAD	Royal Sudarban Wild Resort on your left

Raghabeswar Shiva Temple of Dignagar, Nadia

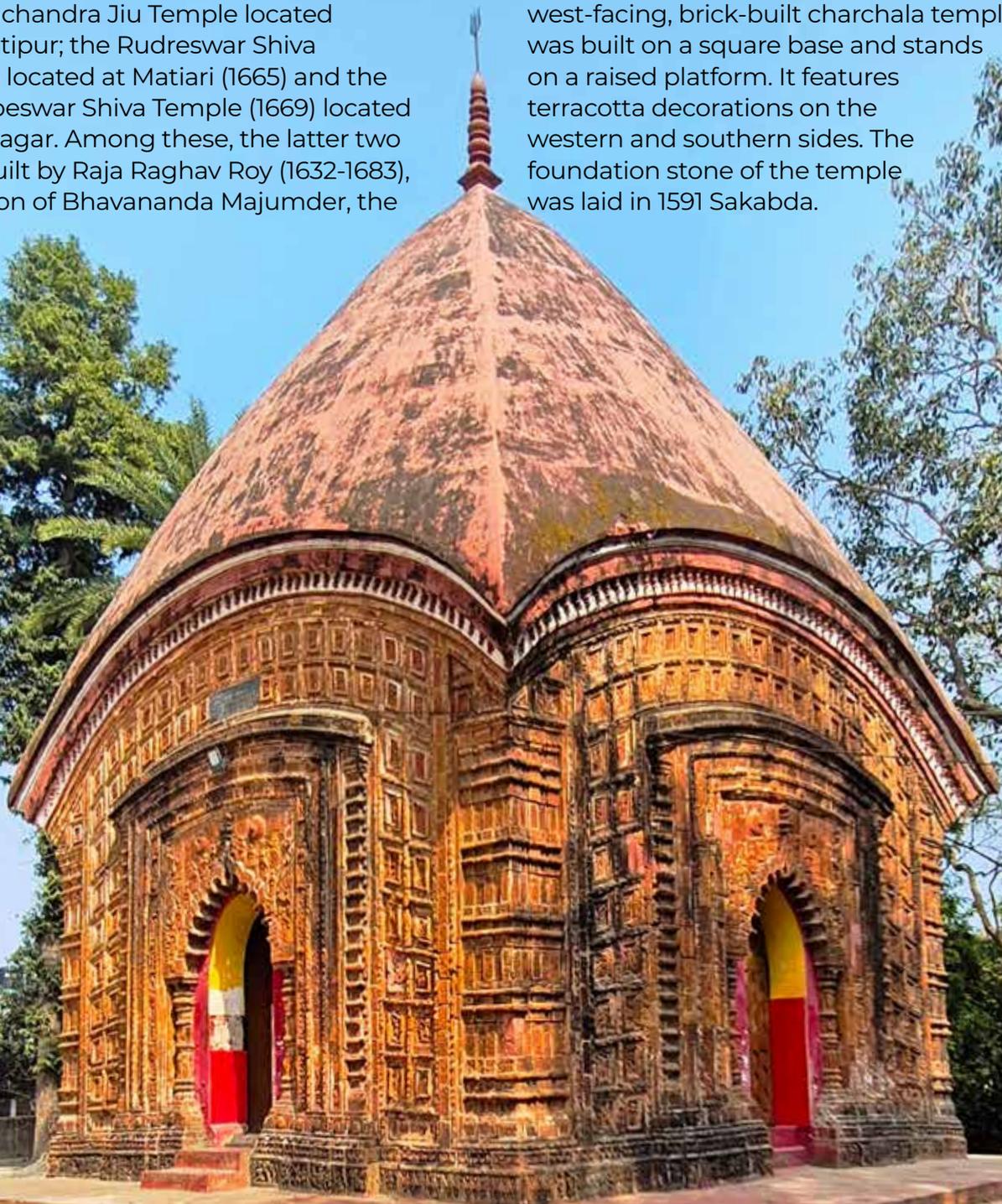


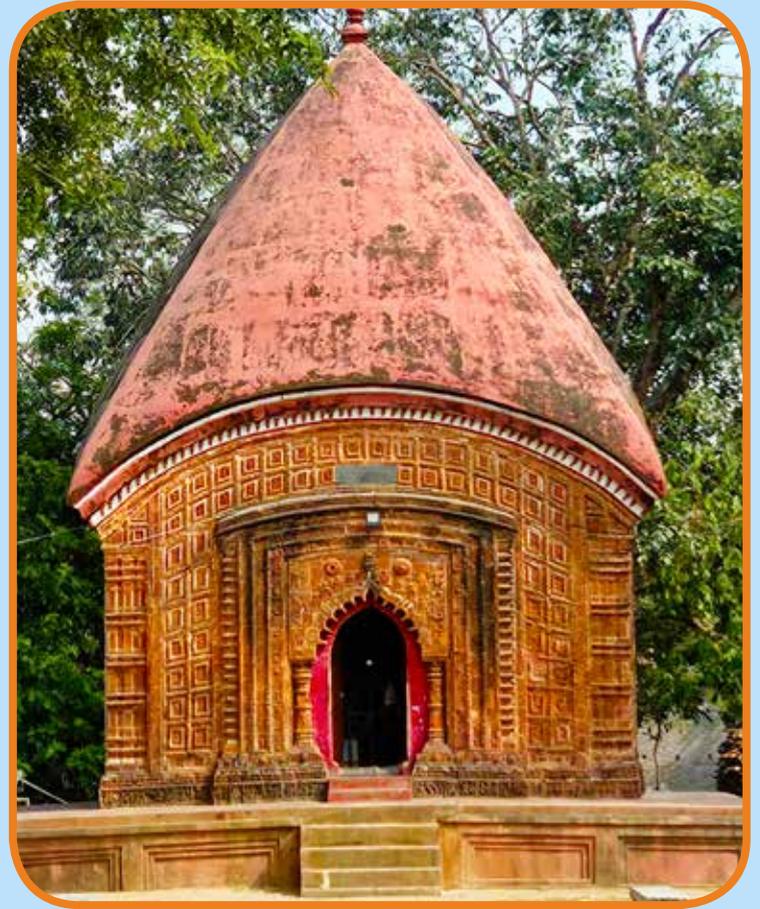
WHEELER Kinjal Bose

The Nadia district of West Bengal is home to many charchala (four sloped roofs) styled temples. The most famous among these are the Palpara Temple, Jaleswar Temple and Krishnachandra Jiu Temple located in Shantipur; the Rudreswar Shiva Temple located at Matiari (1665) and the Raghabeswar Shiva Temple (1669) located at Dignagar. Among these, the latter two were built by Raja Raghav Roy (1632-1683), grandson of Bhavananda Majumder, the

founder of the Nadia Raj.

Dignagar is a village located about 11 kilometres from Krishnanagar and home to the famous Raghabeswar Shiva Temple. The temple is a state protected monument. This west-facing, brick-built charchala temple was built on a square base and stands on a raised platform. It features terracotta decorations on the western and southern sides. The foundation stone of the temple was laid in 1591 Sakabda.





While this temple has three doors, however, the door on the western side is used as the main entrance.

Inside the temple sanctum, is the Raghaveswar Shiva lingam made of black stone. Here worship is performed on a daily basis. This temple is slightly smaller in dimension than the Jaleswar Shiva Temple of Shantipur which has two entrances and Palpara Temple which has a single entrance.

Most of the terracotta decorations are intact, though some got damaged by the ravages of time. The terracotta decorations can be seen on the base, sides and on the top of the entrance. The decorations include depiction of various scenes from Krishnalila, Dasavatar, Radha-Krishna, Shiva, Shalabhanjika, sage, soldiers, hunters, men on horseback, men riding on elephant, men

on camel back, a person resting on a cushion inside a palanquin being carried on shoulders by four people, man blowing trumpet and conch shells, drummers, erotic scenes and floral motifs. The base of the temple is decorated with 'rows of geese'. The terracotta works on the eastern side include only a few lotus medallions and the northern part is devoid of any decoration.

The temple is situated in an open area close to NH-12 and can be easily accessed by visitors. This temple is a must see during your next visit to Dignagar in the Nadia district of West Bengal.





RENAULT BRINGS BACK ITS ICONIC DUSTER

 Joydip Sur

Renault India has unveiled the new Renault Duster, marking the return of a nameplate that helped establish the mid-size SUV category in the country.

New Renault Duster marks the first product unveil under Renault Group's International Game Plan in India, where the brand is prioritising targeted investment and product expansion as part of a broader global strategy.

"As part of the Renault International Game Plan 2027, we are making India a key pillar of our growth outside Europe. We

now have a strong ecosystem in Chennai, bringing together design, engineering, manufacturing, and local operations at the highest level – making India one of the most complete and powerful hubs in Renault's global network. Today, we have the means to fully support our ambitions in India, to better understand customer expectations, and to deliver products truly adapted to this market. The new Renault Duster is the first step in Renault's renewal in India", said Fabrice Cambolive, Chief Growth Officer Renault Group & CEO Renault brand.

New Renault Duster is made for India, with close to 90% of the car made specifically for India. It underpins the new Renault Group Modular Platform (RGMP). The platform is ultra-flexible in terms of dimensions, powertrains suited to Google automotive system.

New Renault Duster is powered by a full range of powertrain options to access every Indian road and making the “unreachable reachable”. It is powered by a Turbo TCe 160 engine which churns out 163 PS of power and 280 Nm of torque, while Turbo TCe 100 is meant for smart and accessible segment.

New Renault Duster also marks the debut of the strong Hybrid E-Tech 160 engine, powered by 1.8L engine along with a 1.4 kWh battery, making it the most efficient and powerful hybrid, allowing up to 80% EV mode in city drive conditions.

The Turbo TCe 160 and Turbo TCe 100 petrol engines come paired with the 6-speed DCT with wet clutch available with Turbo TCe 160, delivers lightning fast-gear shifts for maximum performance and is utmost suitable for Indian driving condition. On the other hand, the 6-speed manual offers precise mechanical control with direct gear engagement for maximum driver command. Both options are engineered to bring out the best in the Duster combining performance, confidence, and driving pleasure.

Speaking at the launch of new Renault Duster, **Stéphane Deblaise, CEO, Renault Group India** said: *“With the new Renault Group Modular Platform, Renault brings an advanced hybrid technology and top-tier safety engineering. With Renault Forever program, we also offer our customers a significantly improved ownership experience. New Renault Duster is the start of a renewed product cycle and for an exciting trajectory for Renault in India. Renault is back.”*

“New Renault Duster marks the rebirth of an icon. It is more than just a bold, authentic SUV; it’s a powerful statement of

our design philosophy, meticulously shaped through the seamless collaboration of our design teams in India and in France. Every confident line, every modern and sculpted detail has been crafted to embody the spirit and aspirations of India, while resonating with Duster’s unique DNA”, said **Laurens van den Acker, Chief Design Officer, Renault Group.**

Customers can pre-book new Renault Duster by purchasing R Pass for INR 21,000. While the price of new Renault Duster will be announced mid-March, customer deliveries will begin in April 2026. The Strong Hybrid E-Tech 160 deliveries to commence during Diwali 2026. New Renault Duster will be offered with seven years warranty for enhanced trust and peace of mind, thanks to Renault Forever programme.



Wheels Republic Day Drive Tour 2026

In the Lap of Nature

Event Partners



The Wheels Republic Day Drive Tour successfully concluded between 24th to 28th January 2026. This time we ventured into our neighbouring state of Jharkhand to explore Betla and Netarhat. These two popular tourist destinations in Jharkhand, are often visited together, with Betla known for its National Park (part of Palamu Tiger Reserve, rich in wildlife and forests) and Netarhat, a scenic hill station, famously known as the "Queen of Chotanagpur" for its beautiful hills, waterfalls, sunrise points, and serene forests. Both these destinations are located in the Latehar district, offering a mix of wildlife adventure and tranquil natural beauty, making for a great 4–5-day drive tour.

The four nights and five days trip was well planned to accommodate sightseeing at Betla and Netarhat along with an excellent driving experience on the six-lane NH19 and the scenic hill drive through the jungles en route to Netarhat.

The convoy of 15 cars were flagged off on 24th January 2026 at 9.30 am from Hotel Labannya on NH19 at Singur after a sumptuous breakfast and customary participant's briefing. This drive tour was supported by our event partners - Veedol and Vamcy Merla.





Our destination on day one was Hazaribagh, covering a distance of 390 kilometres through Asansol and Bagodar. After the flag-off, the convoy proceeded to our next halt for lunch at Asansol. It was a pleasure to drive on the six-lane NH19 and it took us nearly 3.5 hours to cover a distance of 177 kilometres to Asansol. We stopped for lunch at Jubilee Junction on Asansol bypass. The food, service and ambience of this restaurant were much appreciated by everyone. Around 2.30 pm, we resumed our journey towards Hazaribagh with an objective to reach our destination before sundown.

We checked-in at Hotel Sri Vinayak, Hazaribagh around 6.00 pm with a brief tea-cum-bio break near Topchachi to rejuvenate all the participants. After settling down, we gathered for the customary fellowship and retired for the day post a sumptuous dinner.

The following morning on 25th January, we started for our final destination Betla after wrapping up our breakfast around 9.45 am. The journey of 190 kilometres to Betla took us around 4.5 hours and we reached our hotels around 2.30 pm. Although the road quality was decent, however, we were forced to take quite few diversions due to ongoing road construction work.

Our accommodation was arranged in two separate hotels in Betla namely - Hotel Green View Residency and Dreamland Hotel & Resort - since any one single hotel did not have the required number rooms to accommodate all the participants. Although the hotels at Betla were far below par as compared to the one in Hazaribagh and our expectations, however, the owners and the staff tried their utmost to offer their best in terms service and cooperation.

After completing the check-in formalities, we quickly had our lunch as the jungle safari was scheduled later in the afternoon. The necessary passes and the safari jeeps were booked in advance. The safari turned out quite nice and some of us were lucky to sight animals like deer, peacocks, bisons, monkeys and elephants.

After returning to the hotel, we gathered for fellowship where a barbeque was arranged with the participants engaging in song and music. Since it got quite cold as the evening progressed, we were compelled to move indoors. Finally, we



retired for the day, post a sumptuous dinner.

The following day being Republic Day (26th January), we organized a flag hoisting ceremony followed by signing of the national anthem post breakfast. Soon after that, we started for our next sightseeing destination – Netarhat at 9.30 am.

The scenic drive of 95 kilometres through the hills and forest was enjoyed by everyone. We stopped for photo shoots at a few places before reaching the sunrise point near Hotel Pravat Vihar at Netarhat.

After relaxing and enjoying scenic views around the place, we had lunch at Madhu Guest House. Before we started for our return journey to Betla, we visited the Netarhat Lake and I must say that it

was a fantastic experience to spend some time enjoying the lovely environment.

We reached Betla around sunset with a brief tea break on the way. Thereafter, the evening was well spent with fellowship and dinner.

On 27th January, it was finally time to leave Betla but not before some sightseeing in the first half. The participants ventured on their own to their preferred destinations. The places visited were:

► **Palamu Fort (Upper & Lower):** Two ruined forts located 3 kilometres from Betla National Park, Latehar district on the bank of Auranga River. Palamau Fort, situated in the dense



forests of Betla National Park, showcases the ruins of an architectural marvel with a historical aura. Established by the Chero dynasty in the 16th century, it has witnessed numerous historical events and dynastic shifts. Two forts, Upper Fort and Lower Fort, together constitute the Palamau Fort complex spreading over a hilly landscape. Enclosed by thick forests and rich biodiversity, it is a hot favourite among the historians, nature enthusiasts, and photographers.

► **Kamaldah Lake:** A lake built by Raja Medini Rai, famous for lotus flowers and as a spot where elephant herds bathe. The presence of migratory birds also attracts photographers.

► **Kechki Sangam:** Known for its tranquil atmosphere, the confluence of the Auranga and North Koel rivers near Betla National Park offers beach-style, forest rest houses, making it a popular spot for nature lovers, photographers, and picnickers.

► **Mandal Dam:** The Mandal Dam is located in the Palamu Tiger Reserve zone covering parts of Garhwa, Latehar, and Palamu districts in Jharkhand on the North Koel River, a tributary of the Sone River. This has also become a popular tourist attraction due to the scenic beauty around

We left Betla for Hazaribagh after lunch at around 2.00 pm. This time, we chose a different route to avoid diversions but it



really did not help. We were forced to take diversions and could not reach Hazaribagh before it got dark. Google Map was also not working properly due to network issues in some stretches. We checked-in at Hotel Sri Vinayak, Hazirbagh around 7.30 pm with a couple of refueling stops, and bio & tea breaks.

During the fellowship on the last day, we reviewed our trip and exchanged ideas to make our future trips more enjoyable along with participants sharing their experiences. Wheeler Swarnali Paul was recognized as the Best Wheeler of the Tour and presented with a trophy by senior Wheeler Swarup Pal.

Post breakfast, the return journey began at 9.30 am on 28th January 2026 after the customary briefing and group photo session.

The convoy halted for lunch at Jubilee Junction on Asansol bypass around 1.30 pm. Post lunch, the convoy dispersed from Asansol. Everyone reached home safely in the evening.

Overall, this was a very pleasant tour enjoyed by the Wheelers along with their family and friends. A huge shout out to the sincere effort and can-do attitude of Team Wheels, under any situation, which was deeply appreciated by all.



MOTORSPORTS

Tech In Everyday Cars

 Promit Hazra

Motorsports has long served as a testing ground for cutting-edge automotive technology, where extreme demands for performance, safety, and efficiency drive innovations that are eventually passed onto everyday cars. Many features we take for granted in modern cars first originated on the racing tracks, where they were refined under intense conditions before trickling down to production vehicles. This "tech trickle down" has improved power, braking, handling, and structural integrity across the automotive world. In this article, we will talk about five such features with roots in motorsports.

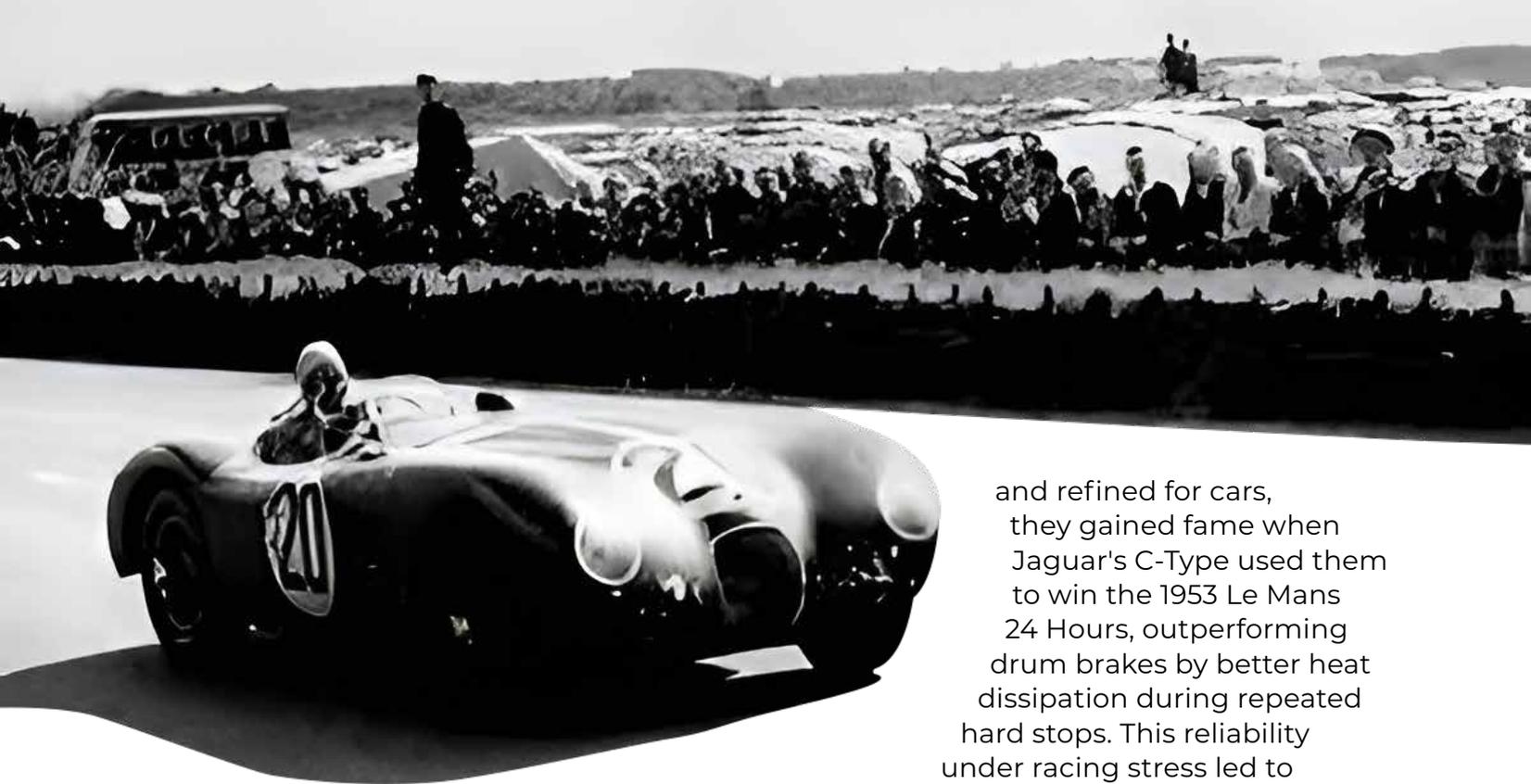
Forced Induction

Forced induction (supercharging and turbocharging) emerged in racing to maximize power from compact engines. Superchargers powered early racers like the 1920s Bentley Blower in endurance events, while turbocharging debuted prominently in motorsports with the 1952 Cummins diesel at Indianapolis. The Renault RS01 was the first Formula 1 car to use a Turbo (1977) and by the mid-1980s, turbo engines dominated the sport, offering explosive performance from smaller displacements. This technology trickled down to road cars starting in the 1960s with models



like the Chevrolet Corvair Monza and Oldsmobile Jetfire, and today it is standard in efficient turbocharged engines across family sedans and crossovers, delivering better fuel economy and power without larger engines.





Disc Brakes

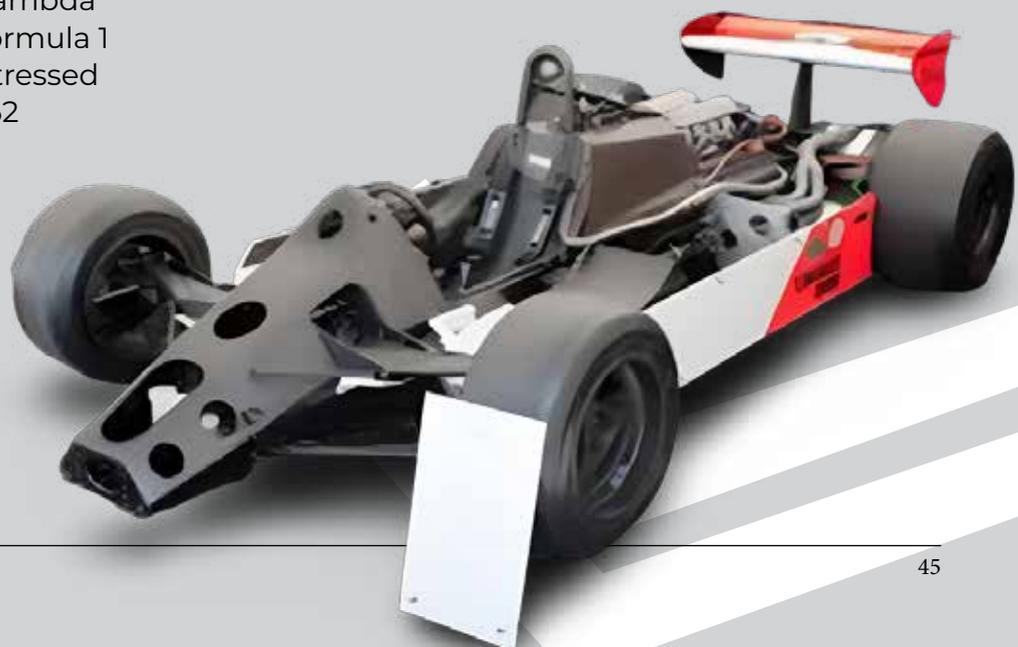
Disc brakes transformed stopping capability, born from the need for fade-resistant performance in high-speed racing. Developed in the early 20th century

and refined for cars, they gained fame when Jaguar's C-Type used them to win the 1953 Le Mans 24 Hours, outperforming drum brakes by better heat dissipation during repeated hard stops. This reliability under racing stress led to their adoption in production cars, starting with the 1955 Citroën DS on the front wheels. Now universal in modern vehicles, disc brakes provide superior wet-weather performance, reduced fade, and shortened stopping distances for safer daily driving.

Monocoque Chassis

A monocoque body construction integrates the chassis and body into a single stressed shell for superior rigidity and lightness, a concept adapted from aviation but revolutionized in motorsports. While early road cars like the 1922 Lancia Lambda used monocoque principles, Formula 1 popularized the modern fully stressed aluminium version with the 1962 Lotus 25, which was far stiffer and lighter than spaceframe designs, aiding Jim Clark's dominance. Carbon-fibre monocoques followed in the 1981 McLaren MP4/1 for even greater strength and crash protection. Though true monocoques remain rare in

mass-market cars, the unibody approach closely related and widespread since mid-20th century owes much to racing's push for lightweight, rigid structures, enabling safer, more efficient vehicles today.



Anti-Lock Braking System

ABS prevents wheel lockup to maintain steering control during emergency stops, evolving from aviation tech but proven in motorsports for slippery or high-speed conditions. Early mechanical ABS appeared in the 1966 Jensen FF, a rally-inspired sports car, while electronic versions emerged in

the 1970s. In racing, ABS allowed aggressive braking without skids which allowed Williams to dominate Formula 1 in the 1990s. By the end of the decade, it had become widely adopted in road cars and is now mandatory in many markets, enhancing stability and reducing accident risks in everyday driving scenarios.



Rear-View Mirrors

Rear-view mirrors became safety essential thanks to a clever motorsport innovation at the inaugural 1911 Indianapolis 500. Driver Ray Harroun raced his Marmon Wasp without a riding mechanic (unlike most competitors), which reduced weight and drag but raised safety concerns about blind spots. To address this, Harroun mounted a simple mirror on the dashboard, believed to be the first use on a race car allowing him to monitor pursuers

without turning around. This helped him win the race at an average of 74.6 mph (120kmh approx.) which is scary fast for 1911. The idea quickly spread, patented variations appeared soon after and by the 1920s, rear-view mirrors were standard on production cars. Today, they evolve into digital rear-view cameras and auto-dimming systems, but the core function of rear visibility for safer driving stems directly from that Indy 500 breakthrough.



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