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EDITORIAL

Dear Reader:

Pristine beaches and vast stretches of casuarinas beckon you to Tajpur – the next destination for the monthly drive tour organised by 'Kolkata on WHEELS' exclusively for its car-owning subscribers. The trip is scheduled on 3 - 4 August. Preparations by Team WHEELS are on full swing to ensure safe passage of the 25-car-convoy from Kolkata to Tajpur and for a luxurious stay for around a hundred guests. No mean feat!

Meanwhile the latest edition of 'Kolkata on WHEELS' brings you in the 'Drive Out' column, a survey done by the Team WHEELS on the four best eateries on NH-2 within 65 km from Kolkata. If you enjoy driving, instead of ambling on the city roads, I would suggest that you take your family and friends out on these short drives to the outskirts of Kolkata for memorable breakfasts, lunches or dinners at these exotic locations on the Durgapur Expressway (NH-2).

This issue onwards, we are introducing a new column on car accessories named 'Car Gadgets' while in 'Car Tech' we have done a comparative study of the three cheapest hatchbacks available in Kolkata.

In 'My Trip', a reader has penned his own thrilling driving experience to Sikkim to explore the old silk route. You all, too, can share your experience on the roads. You may send it over to us at the email address mentioned below. If it is interesting, we will certainly publish it.

In our 'Headlights' column, we have done a reality check on the present real estate scenario in Kolkata. And we rediscover one more city's rich heritage - the old Telegraph Office in the Past Perfect column. Hope you will enjoy the piece on Dr BC Roy revealing a great deal of unknown facts about the 'Maker of Modern Bengal'.

Wish you a happy wheeling!

Souvik Ghosh

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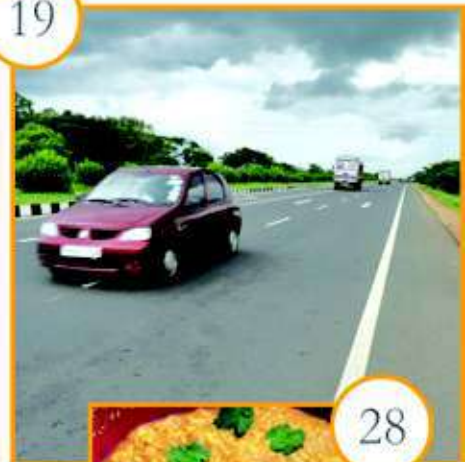
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Reality Check On Real Estate

The recent study that has put Rajarhat Newtown in the league of Gurgaon (Delhi), Whitefields (Bangalore), Navi Mumbai (Mumbai) and Gachibowli (Hyderabad) - considered to be the top real estate markets among the hubs adjacent to major cities - brought in cheers for the realty sector in Kolkata.

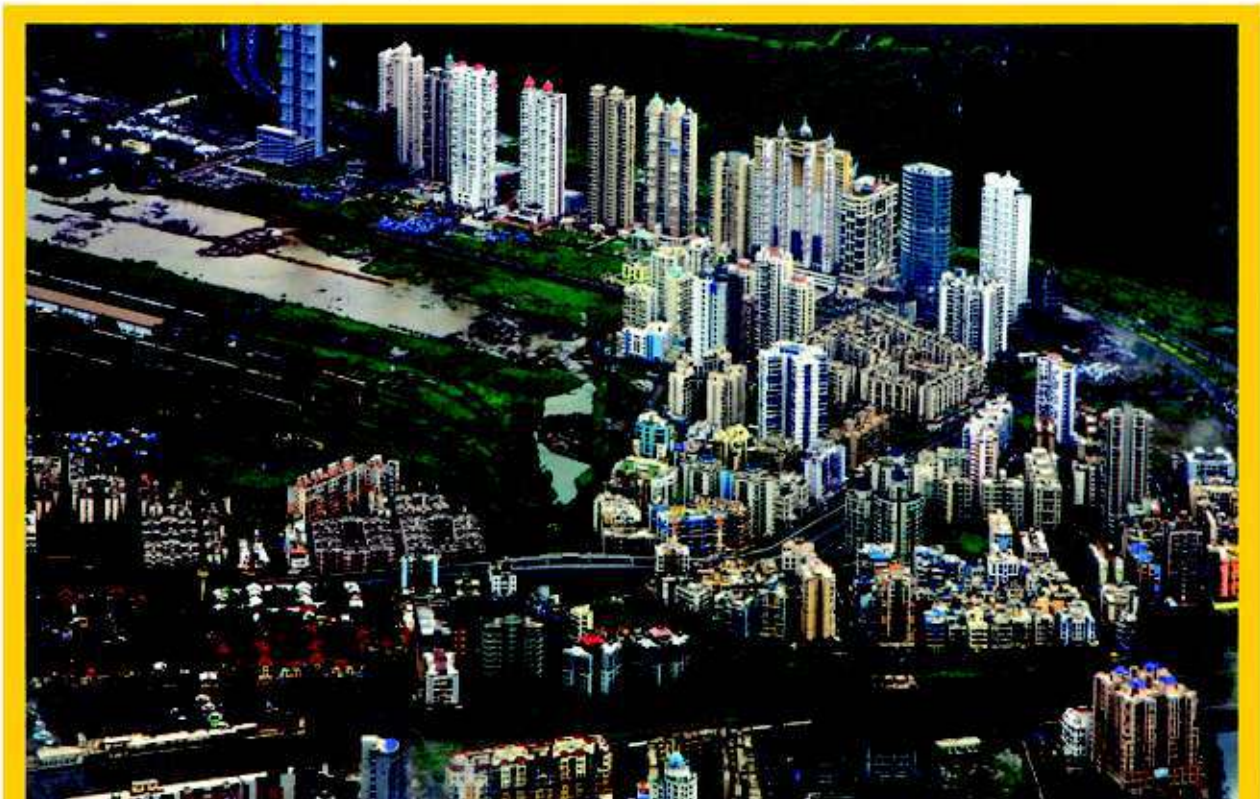
The sector had little to cheer in recent past given the fact that a sluggish economy has slowed down property sales. In addition, the urban land ceiling which most state governments have done away with is in existence in West Bengal and

has become a major hurdle for new townships to come up in Kolkata and elsewhere in the state. The urban land ceiling caps the quantum of plot that can be held in urban areas and is considered to be a huge deterrent. Hence the growth in real estate has been sporadic in Kolkata which is again hampered by little growth in infrastructure. Moreover, the demand for commercial property has been sluggish in the absence of major industrial developments in the state.

But then a densely populated state like West Bengal while posing

a stiff challenge to the real estate industry vis-à-vis availability of land also offers an advantage - its growing population requires housing, triggering of an ever surging demand for realty projects. Coupled with this demand for housing at the middle segment, depreciation of rupee has also saw increase in NRI investments in realty sector. And hope also rests on the positive trigger by cheaper home loan rates.

Kolkata on WHEELS spoke to **Harsh Vardhan Patodia**, President, CREDAI Bengal and Vice President, CREDAI National to get



an overview of the realty market in Kolkata as follows.

Demand for Real Estate Projects:

West Bengal has a population of 913.48 lakh and its growing urban agglomerations have to be accommodated in cities like Kolkata. Thus, urbanisation is not an option, but an inevitable outcome of the faster rates of growth. We have witnessed and will continue to witness a fast evolving skyline with a surge in vertical projects. Kolkata overall remains a sound market. It is heavily user driven and witnessing a heavy demand for affordable housing in the range of the INR 2.5 to INR 4 million.

Hottest spot-Rajarhat Newtown:

Rajarhat, obviously as a planned township, where considerable infrastructure development has already taken place - is the prime location. Further with the construction of the Metro and plans to augment other mass transport system there is considerable commercial and social infrastructure development in the area with offices, star hotels, up-market malls, medical and educational facilities slated to be completed soon. This location is emerging as a self-sustainable eco system with focused development at all levels. Another major advantage is its proximity to the Airport.

You will also see the EM Bypass, the riverfront (in Kolkata and suburbs) evolving as well with some of the best upcoming projects. A new luxury premium destination is emerging in Kolkata around the EM Bypass where several large luxury projects and

Star Hotel projects have been planned. These projects have been designed with the help of international architects featuring super luxury amenities which Kolkata has not seen before. This will be the hottest destination for the inspirational class with good connectivity with the Central Business District and the Airport.

Emerging Locations

Other emerging locations are along the EM Bypass and the other metro corridors where considerable infrastructure investment is being made. The locations which are promising are Kasba, Patuli, Garia, Narendrapur, Boral, Sonarpur, Baruipur, Barasat, Dum Dum, VIP Road, Jessore Road, Behala, Joka, Diamond Harbour Road, Howrah (around Kona Expressway and Domjur). The potential in North Kolkata however remains unexplored along the stretch on B T Road and

Sodepur which are extremely promising as well. These areas hold promise of good appreciation once the on-going infrastructure works are completed. I feel the prime Business District have achieved saturation levels in terms of development and hence are not expected to support further substantial price increments. Certain limited marquee landmark projects catering to the ultra-high net worth group will remain noteworthy since rare boutique developments command premium values. This opportunity should not be missed by this group at the current price levels, as larger developments in prime districts in the city will always remain difficult.

NRI Factor

Since the sharp depreciation of the rupee against the Dollar, Euro and Pound, the demand for Indian real estate amongst the NRI

The costliest residential areas in Kolkata today are Park Street, Ballygunge, Alipore and Camac Street, where rates range between Rs. 12000 and Rs 15000 per square feet. The cheapest areas are in the areas such as Dumdum and Garia. Rates here range between Rs 1500 and Rs 2500 per square feet.





community has definitely seen a huge surge. Investments in real estate in India by NRI-s have become suddenly very attractive. This has also discouraged Indian residents from buying real estate in foreign countries. Since the increase in demand for apartments and houses in India by local residents, enquiries by NRIs have since increased substantially in the Kolkata market too.

Kolkata can be divided into 3 main regions:

- **Central Kolkata –**
Encompass locations like Park Street, Elgin Road & Camac Street
- **Eastern Kolkata –**
Micro markets like Salt Lake, Rajarhat and eastern parts of EM Bypass
- **Southern Kolkata –**
Comprises locations like PA Shah Road, Rashbehari Avenue, Gariahat and southern parts of EM Bypass

Kolkata is spreading its concrete wings in the following directions:

- **Garia-Narendrapur in the southeast**
- **Behala-Joka in the south west**
- **Rajarhat in the northeast**
- **BT Road in the northwest**
- **Howrah in the west**



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A Doctor Of All Maladies



Tarun Goswami

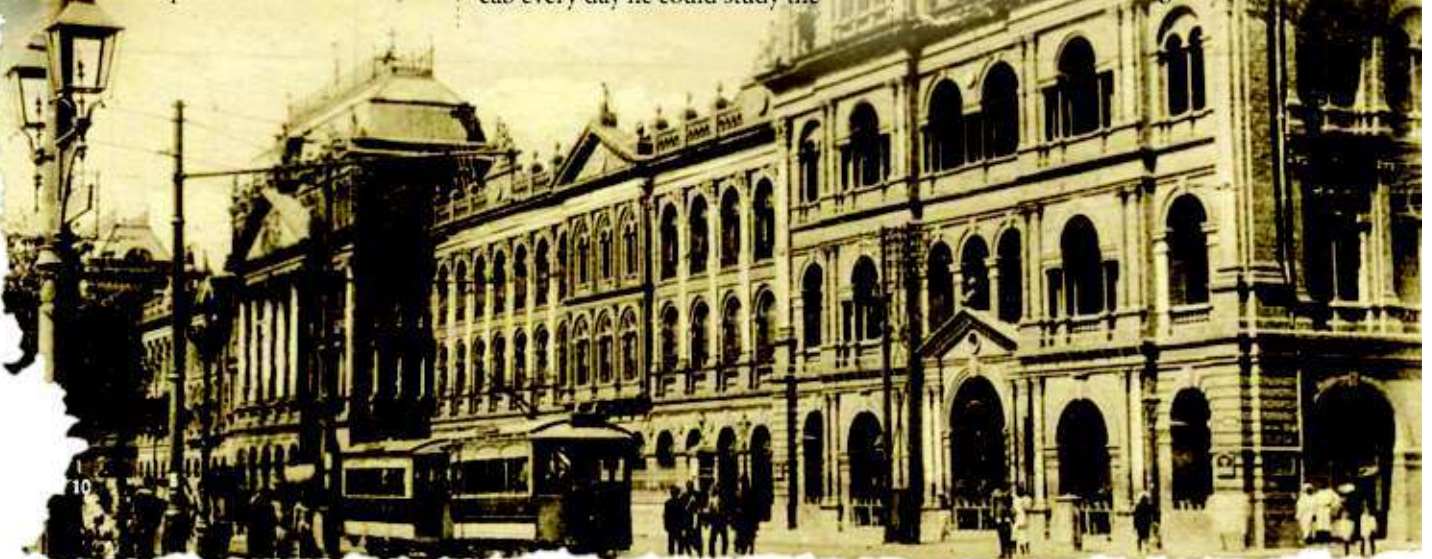
Every year we celebrate National Doctor's Day on July 1, in memory of our second Chief Minister, Dr Bidhan Chandra Roy who was also a physician par excellence. The visionary, aptly hailed as the Maker of Modern West Bengal had, among other things, laid the foundation of our transport network system.

Dr Roy wore many hats with aplomb. He was an academician, a freedom fighter, a social worker, a philanthropist but above all had genuine concern for the common man. He had acquired almost legendary stature as a physician who could diagnose a disease even from a distance. But not many people are aware that Dr Roy had taken to driving a taxi and also worked as a male nurse prior to his visit to

England to appear for Membership of the Royal College of Physicians (MRCP) and Fellowship of the Royal College of Surgeons (FRCS) examinations. The renowned physician took up these vocations not to earn money but in order to learn more about the diseases afflicting the common people. He believed people afflicted by various diseases gave out specific odours which could be detected in order to diagnose that particular affliction. Since a wide cross-section of people availed his cab every day he could study the

odours they would give off unknowingly. In fact it allowed him to sharpen his intuition to a great extent and it was later said that he would correctly diagnose a patient's affliction even before entering the room or after examining him for a minute or two. Even while teaching at Carmichael Medical College (RG Kar Medical College and Hospital) as a Professor of medicine he stressed on the olfactory perception for diagnosis of diseases such as chicken or small pox, diarrhoea, cholera or even sinusitis.

Marxist leader Jyoti Basu who was the Leader of the Opposition while Dr Roy was the Chief Minister often recollected how the legendary doctor had treated him once. On his right wrist, there was a small growth and





he had covered his wrist with a bandage. It could not escape the sharp eyes of Dr Roy who at once called him in his official chamber in the Assembly house and smelt his right arm. Then he removed the bandage and wrote down a prescription in the long hand. When the prescription was presented to a chemist shop it was returned saying that the doctor had prescribed application of the water of a green coconut. Weeks later, the growth subsided, miraculously.

As a Chief Minister who regenerated a partitioned-off Bengal, afflicted by migration from East Pakistan in waves, unemployment and hit by inadequate food supplies founded many institutions for the betterment of the poor and afflicted. He founded Calcutta State Transport Corporation where unemployed youth could be recruited as drivers and conductors.

Incidentally, Dr Roy was instrumental in introduction of mini taxis in India at a time when huge cars like Chevrolet, Pontiac, Dodge

and De Sotro were used as taxis, even after independence. Inspiring many unemployed youths to take up taxi driving he facilitated vehicles at subsidised rate and Fiat, Land Master, Standard 10 and Stand Vanguard taxis were introduced on city roads. Till 2008, Mr Bikas Basu, used to drive a Standard 10 taxi which his father had got from Dr Roy in 1957.

Mr Sunil Pal, another such unemployed youth went on to become the owner of 27 taxis. I was travelling in his taxi when a photograph of Dr Roy on the dashboard attracted my attention. Mr Pal, a graduate from Scottish Church College in late 1950s failed to get a job of school teacher. He and some of the other youths then approached Kalipada Mukherjee, the then state Home Minister. He took them to Dr Roy's chamber who told them point blank that it was not possible for him to get them jobs they aspired for. But he would help them provided they were ready to be self-employed.

When they agreed he asked them to learn driving and meet him after

two months. When the youths met Dr Roy again he got them Fiat taxis on monthly installments. "How can I forget him?" said the elderly Mr Pal. Even at that age he continued to drive his new Ambassador taxi for three hours in the morning.

Dr Roy loved cars and commuted to Writers' Buildings in his black Buick Super 8. He loved American cars because they provide adequate legroom for even those with above average height. But he often suggested to his students that they should opt for Fiat as it was a small car and manufactured in India. Replacing the old double decker buses, Dr Roy had also introduced ordinary buses with Ashok Leyland engine. He not only asked unemployed youths to enter the transport sector which was till then mainly controlled by the Punjabis but also allotted Hindustan Motors huge tracts of land in the state to set up their Uttarpara unit for manufacturing Ambassadors - which incidentally was voted as the best taxi in the world, recently.



The Telegraph Office

From a bygone era

Anindita Mazumder

Recently telegram passed into oblivion but in the past when it was the fastest means of communication telegraph offices used to be located in prominent and handsome buildings signifying the importance attached to this technology, especially by the government.

It was widely believed that the telegraph turned the tide in favour of the British during the Mutiny of 1857 and it had been variously used since then to convey urgent messages. It was an important symbol of colonial authority. During the Quit India Movement the telegraph often bore the brunt of dissent as its lines which bound together outposts of colonial control, were snapped away by the protestors. The technology had brought British India administration closer, under the thumb of London while early nationalists hitched on it for political coordination. It was also the most reliable apart from being speedy and news stories

were sent through the telegraph by newspapers correspondents. 'Taar' as it was known as among the local populace brought good tidings apart from being harbingers of death news and other tragedies.

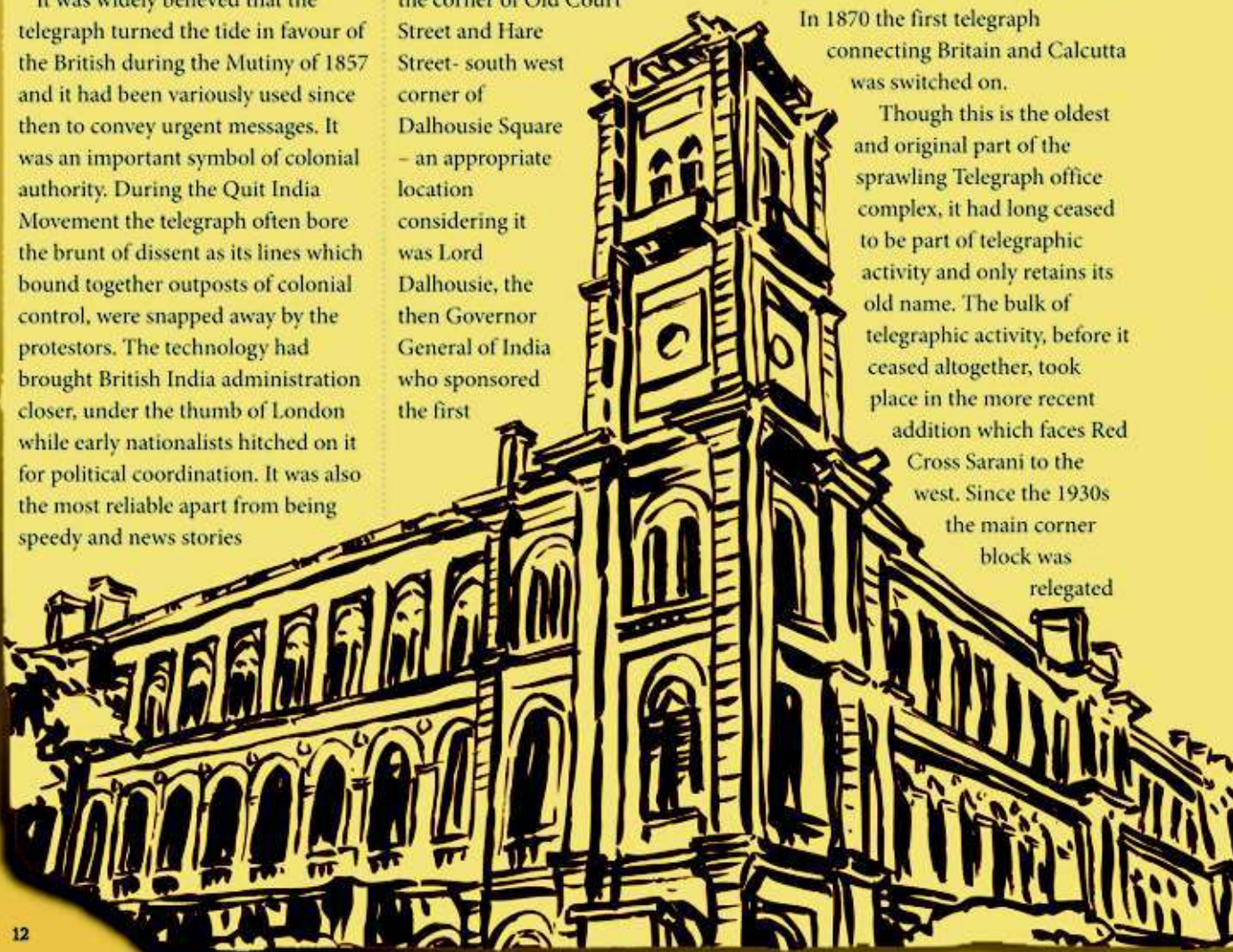
The construction of the Telegraph Office in Calcutta started in 1873 on the corner of Old Court Street and Hare Street- south west corner of Dalhousie Square – an appropriate location considering it was Lord Dalhousie, the then Governor General of India who sponsored the first



telegraph service in India in the 1850s. William Brooke O'Shaughnessy sent the first message from Calcutta to Diamond Harbour.

In 1870 the first telegraph connecting Britain and Calcutta was switched on.

Though this is the oldest and original part of the sprawling Telegraph office complex, it had long ceased to be part of telegraphic activity and only retains its old name. The bulk of telegraphic activity, before it ceased altogether, took place in the more recent addition which faces Red Cross Sarani to the west. Since the 1930s the main corner block was relegated





to handling less-than-glorious Dead Letter Office chores. It served as the central sorting office for incoming mail from overseas to Bengal. When the postal address was incomplete or the addressee could not be located or was deceased or when the letter could not be returned to the sender, it stayed in this wonderful Italianate corner building with a companionile tower. One can only imagine what poignant stories and messages of love which lie unread among those yellowing piles of mouldy envelopes sent from far away and long ago.

The handsome building - now sporting red and buff hues - matches its fairer

neighbour, the Currency Building in grandeur. Its main block faces Dalhousie Square with a tower at the east and three wings - the east wing facing Old Court House Street, the other two forming a centre and west wing. The total height is 66 feet above the plinth if the tower is included- 120 feet. Inside, there were several busts of former officials and a plaque to commemorate those who died on duty during the Manipur uprising.

Ironically, the Dead Letter House stands in the midst of buzzing activity. So many pedestrian transactions take place beneath its gaze. The sidewalks surrounding it are always thronged with crowds,

stalls, hawkers, lottery ticket sellers and pedestrians in tearing hurry to reach their destinations. In short it is the "epitome of an active Calcuttan environment, and this building stands in its midst". Despite its empty belfry one of the city's most romantic views is seeing its lofty silhouette at sunset. Notwithstanding its diminishing importance in today's world of internet and Smart Phones it is still one of the noble assemblages of this city. It serves as a fond reminder of a bygone era, remnants of whose redundant modes of communications are to be found only in the mastheads of newspapers- The Mail and The Telegraph.



A BUDGET DRIVE

Within ₹2.5 - 3.5 lakh

Muftah Ahsan Siddiqi



As the monsoon clouds begin to gather in the horizon, commutation becomes a nightmare. The downpour brings with it a desire to own a car. Nowadays surprisingly, instead of low cost and small compact cars, customers are looking more and more at hatchbacks for quick transportation at affordable costs. In this issue we have assessed three cheapest entry-level hatchbacks – the updated Chevrolet Spark, the futuristically styled Hyundai Eon and the latest Maruti on road, the Alto 800. Here's a lowdown as to which car would suit your requirement the most.





► Chevrolet Spark



Car: Since its initial launch in 2007, the Chevrolet Spark hasn't really changed much look wise, with time. But the latest edition of the car does add more to the charm with which it had bowled us over for years. Come to think of it, it might not be drop dead gorgeous, but no one can deny the fact that it's a cute thing on four wheels.

The refreshed interiors with a local flavour do add charm and youthfulness to the inside cabin. The instrument cluster, placed in the center of the dashboard is a pleasure to the eyes when illuminated. The dashboard is quite huge for a car of this size and may hamper the driving stance of taller drivers. Also the steering wheel is a huge letdown as compared to the overall look and feel of the interiors.

The cabin is the most spacious and offer ample headroom and legroom and 5 passengers can be accommodated at ease in the car and it doesn't seem to evoke discomfort. Materials used and build quality are top notch. Only the door handles on the insides leave much to be desired.

Driveability: The Chevrolet Spark has the biggest engine amongst the 3. It is powered by a 995cc 4 cylinder engine developing a healthy 63PS @ 5400 rpm of power and an even healthier torque of 90.3 Nm. But even with these figures, the Chevrolet Spark still leaves much to be desired on the highways. Like the Eon, the Spark too loses breath on open stretches. That said, the engine feels quite solid and adequate for average driving conditions and the combination of the body type and the engine are as synchronized as the other two hatchbacks.

Cost of Ownership: Chevrolet Spark's bigger 1-litre unit is higher on the fuel consumption scale and offers a decent 18.1 kmpl (ARAI tested). This coupled with the

► Hyundai Eon

Car: The Hyundai Eon is an example of fine styling by the Korean car manufacturer. Following the 'fluidic' lines of its more expensive siblings, the Eon makes a great style statement on the road. The swept back headlamps and boomerang shaped tail lamps are eye catching. The curves and slices on the body metal add to the oomph factor. Closer inspection reveals fine build and finish quality and a paint job that's up to the mark.

On the inside, the Eon is as futuristic as the outside. The centre console has lots of buttons and knobs to keep fidgety fingers occupied. The instrument console also looks like something out of a spacecraft. The steering wheel is small yet good to grip and turn. There are several storage spaces in and around the cabin to stash away small knick-knacks.

Though 5 passengers can sit in the Eon, it becomes a bit of a squeeze. Also the seats seem inadequate for

the above-average Indian males (6 ft above). But there is ample headroom and the cabin looks nice and airy.

Driveability: The Hyundai Eon is powered by a three-cylinder unit sourced from the Santro's bigger 4-cylinder powertrain. The pint sized 814cc engine still manages an output of 56PS @ 5500 rpm and a torque of 74 Nm. These figures make it ideal for the size of the car as well as the prevalent traffic conditions in the city. The car is quick and nimble but lacks punch on open roads, especially on full load and with the air-conditioning. There is a definite lag on the highways, but in the city traffic conditions, the Eon moves in and out of traffic with stylish ease and comfort. The steering response is quite on the wooly side and surprisingly the non-power assisted steering provides better feedback.

Cost of Ownership:

The Hyundai Eon range starts at ₹2.94 lakh (ex-showroom Kolkata) for the base version and goes up all



the way to ₹4.03 lakh for the fully loaded Sportz model with driver airbag. There are 10 options to choose from in this range besides the option of a separate LPG variant range. With an ARAI tested mileage of 21.1 kmpl, the car definitely seems like a great deal on any given day. Moreover with a trusted dealer and service network, you know Hyundai will never let you down.

Hyundai Eon

Engine capacity	814cc
Power	56PS @ 5500 rpm
Engine type	3 cylinder
Fuel Consumption	21.1 km / litre
Ex-Showroom Price (Kolkata)	₹2.94 - 4.03 lakh

highest price range beginning from ₹3.44 lakhs for the base model to ₹4.29 lakhs for the fully loaded but non-airbag version might be the deterrent for prospective customers. What otherwise might be a better car in terms of safety and comfort, has a knack for losing out in the Indian market due to the most defining aspect of motoring in India – fuel consumption figures.

Chevrolet Spark

Engine capacity	955cc
Power	63PS @ 5400 rpm
Engine type	4 cylinder
Fuel Consumption	18.1 km / litre
Ex-Showroom Price (Kolkata)	₹3.44 - 4.29 lakh

WHEELS VERDICT

The basic function of a car is to transport passengers from point A to point B. The difference lies in how efficient the transportation costs work out to be. Comfort, safety and the 'feel good factor' will always remain secondary to how economical the car works out to run. Amongst the 3 entry level hatchbacks tested here, overall it's the Maruti Alto 800 that wins on the sheer basis of economy. But the Eon is ahead in styling and class. However, the safety features on the Chevrolet Spark still remain unmatched for a car in this segment. The game changer really is the package. It is what the customer really thinks is great value for money eventually will clinch the deal. With discounts raining this monsoon, it's the customer who can really get the best of all that is available at the best price dealers can offer.

► Maruti Alto 800



Car: The Alto 800 does quite a neat job at being a first car, but it isn't people's first choice unlike its predecessor. Actually, the car is a cross of sorts between the Maruti 800 and the Alto. The styling isn't something that could set a few hearts aflutter in the rains. Although it follows a certain 'Wavefront' design philosophy, the styling lacks appeal.

Inside, it is a modern avatar of the erstwhile people's car. There is a new design for the centre console and the instrument cluster also looks quite evolved.

The steering wheel is the high point – a solid 3 spoke wheel which feels firm and reassuring to grip. The build quality and the materials used are of the standards that the company has maintained for the marquee.

The seats are adequate for an entry level hatchback and 5 passengers are seated with a bit of a squeeze. It's noted that the rear seats offered lesser shoulder support due to shortened height.

Driveability:

The Maruti Suzuki Alto 800 is also a 3 cylinder 796cc unit with an output of 48PS @ 6000 rpm and 69 Nm torque. Though the engine is smaller than the Eon on paper, it offers a zippier drive

and more fun at the wheel. Also, the car seems quite at ease even on highways and open roads and is quite a surprise package overall. The large steering wheel offers good feedback and also assists the driver in throwing the car around a bit. But it eventually gives the reassurance that it's a Maruti. This speaks volumes for why Maruti has been a segment leader in this category for quite some time now.

Cost of Ownership:

The Maruti Alto 800 range begins at an ex-showroom price of ₹2.64 lakhs and goes up all the way to ₹3.44 lakhs for the fully loaded driver airbag version. Like all other Marutis, this one too has the best figures to boast of when it comes to being frugal. With a claimed average of 22.74 kmpl, there's no denying the savings this car offers to its customers in every kilometer run. The Maruti stable has always had an edge due to class leading figures. The Alto 800 is no alien to the trend.

Maruti Alto 800

Engine capacity	796cc
Power	48PS @ 6000 rpm
Engine type	3 cylinder
Fuel Consumption	22.74 km / litre
Ex-Showroom Price (Kolkata)	₹2.99 - 3.51 lakh

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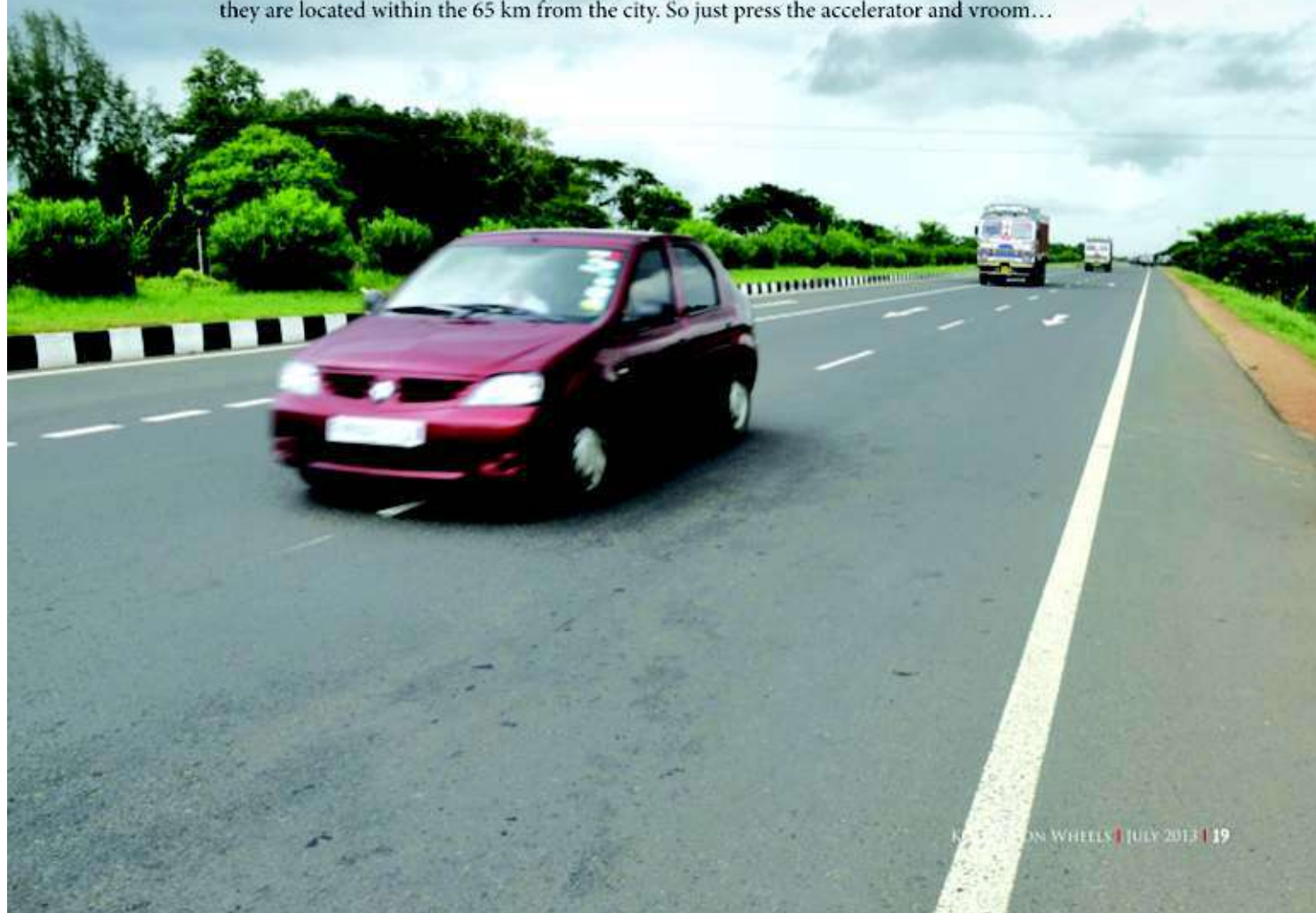
Fantastic 4 Eateries on NH-2

-Team WHEELS



Modern highways are not only a delight to drive on but also meant for embarking a gastronomical journey. So if you are bored by the all-too-familiar restaurants within the city – a good option would be to go on a long drive to explore the restaurants on the highway.

In the last issue of 'Kolkata on WHEELS' we dealt with the eateries on NH-6. This time Team WHEELS guides you to the best four food joints on NH-2. The best thing about them is that they are located within the 65 km from the city. So just press the accelerator and vroom...





DRIVE OUT

Café Coffee Day

Govindpur, NH-2

Route: The best thing about driving on NH-2 is that you get the opportunity to cruise on one of the new generation highways within 20 km from Kolkata. Once you drive past the Vidyasagar Setu, enter into the Kona Expressway which is connected by a flyover to NH-2 at its fag end. There after simply drive on towards Burdwan and Delhi. Immediately after crossing the intersection at Dankuni on NH-2, enter into the Durgapur Expressway on NH-2 through a toll tax entry point at Dankuni. Cruise along the butter smooth tarmac and continue through Ratanpur and Singur to reach Govindpur. Look out for a gigantic Hindustan Petroleum fuel pump (Trip 47km) on your left which has the Café Coffee Day (CCD) nestling inside at the farthest corner.

Drive out time: Café Coffee Day, situated at Govindpur on NH-2 in Hooghly, is an ideal choice for a short drive to the outskirts of Kolkata. The to and fro drive along with some refreshment would roughly take 3 hours.

Ambience: CCD at Govindpur started operating from 2010 under India's largest coffee conglomerate, the Amalgamated Bean Coffee Trading Company Limited (ABCTCL). The location on NH-2 gives a picturesque setting to the outlet located inside the huge Hindustan Petroleum fuel pump beside the highway. The parking space here is one of the largest

that you can find. The place is recommended for a great hangout with your friends and family.

Food: The spread here includes fast food items that are light but absolutely great. It includes all the CCD favourites and the price and food quality here are at par with the other CCD outlets in Kolkata. The view from the restaurant is absolute gorgeous, vehicles passing in full throttle add on to the charm of having CCD special refreshments on the go.





Top Picks :

ITEM	RATE	SERVE FOR
Crunchy Frappe	₹79 + Taxes	1
Kaapi Nirvanaa	₹124+ Taxes	1
Chilli Cheese Toastizza	₹55+ Taxes	1

Other favourites:

ITEM	RATE	SERVE FOR
Choco Frappe	₹119 + Taxes	1
Devil's Own	₹124 + Taxes	1
Cool Blue	₹24+ Taxes	1
Fruity Blizz	₹122+ Taxes	1

Name: Café Coffee Day, Govindpur

Location: HPCL Auto Care Centre, NH-2, Kolkata-Durgapur Expressway, Vill & PO - Govindpur, P.S Dadpur, Dist. Hooghly. Pin- 712305

Telephones: 033-32576928/8017558485

Restaurant Cuisine: Fast food & beverage

Bar: No

Days Open: All

Timings: 8 am – 11 pm

Seating Capacity: 80

Parking Facility: Yes

Accommodation Option: No

Payment: Cash / Card along with corporate coupons like Sodexo and Ticket Restaurant

Refreshment for 2: ₹600 approx

Overall Rating: A





Azad Hind Dhaba Gopalpur, NH-2



Route: On Durgapur Expressway (NH-2), just after crossing Singur and the CCD at Gopalpur (Trip 59.3 km) look out for a massive Bharat Petroleum fuel pump on your left at Gopalpur. The Azad Hind Dhaba is located inside this pump, at the outermost corner.

Drive out time: The Azad Hind Dhaba is an ideal joint on NH-2 to drive down to savour its signature north Indian cuisine. A to and fro drive to the dhaba along with the meal would take about 4 hours from Kolkata.



Ambience: The Azad Hind Dhaba in Gopalpur is a part of the well-known chain of restaurants which promoted 'dhaba' culture in Kolkata and has multiple outlets in and around the city. This outlet at Gopalpur, running since 2009, has the best of both worlds. It is owned by Satish Kumar Sharma and is the sixth outlet of the chain. It's a good choice for a date or family outings on weekends. The best part is that it is open round the clock, so ideal for those midnight cravings. It is the best stop-over on NH-2 for a wide variety of food, ranging from snacks to proper meals.

The dhaba inside the fuel pump includes an airconditioned enclosure and additional seating arrangements in the open on the two flanks, lending that modern



dhaba feel. The washrooms are huge and clean, much to the relief of highway bound passengers. The car parking area has a children's park right next to it. The services provided by the attendants are the best. They will welcome you with a hearty smile.

Food: The food, mainly the north Indian cuisine, is one of the best in its class, evidently echoed even by MF Hussain who was a regular patron of the chain. Piping hot food served promptly in the middle of the highway- it simply can't get better than this. It offers the option of serving the food inside the car as well, keeping with the tradition followed by the rest of the Azad Hind Dhabas in town. They have a separate section for professional drivers too, where they serve the same quality and quantity of meal at a much lesser price.

Top Picks :

ITEM	RATE	SERVE FOR
Aloo Parantha	₹45-55	1
Chicken Tikka Butter Masala	₹155-165	2
Paneer Dal Makhani	₹130-140	2

Other favourites:

ITEM	RATE	SERVE FOR
Lachcha Parantha	₹30-45	1
Veg Shahi Korma Dopiazza	₹125-135	2
Paneer Malai Tikka Butter Masala	₹150-165	2
Mutton Keema Nan	₹60-65	1

Name: Azad Hind Dhaba, Gopalpur

Location: Bharat Petroleum, NH-2, Gopalpur, P.O. Majhnan, P.S. Gurap, Dist. Hooghly

Telephone: 8420112374

Cuisine: Multi-cuisine

Bar: No

Days Open: All days

Timings: 24 hrs

Seating Capacity: 60 (Non-AC) and 40 (AC)

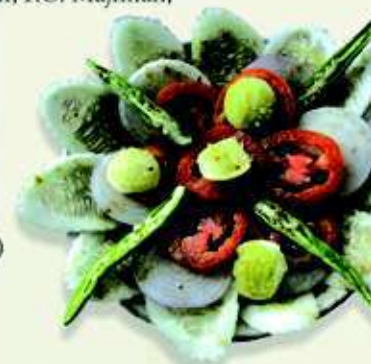
Parking Facility: Yes

Accommodation Option: No

Payment: Cash

Meal for 2: ₹500 approx

Overall Rating: A





Hindusthan Hotel

Gurap, NH-2



Route: While you are on Durgapur Expressway (NH-2) once you cross the Azad Hind Dhaba at Gopalpur, keep a watch on your left at Gurap after travelling about 3 km, spot the boundary wall of Hotel Hindusthan (Trip 62.1 km).

Drive out time: The drive to Hindusthan Hotel, having a meal there and back would roughly take 4.5 hours. The long drive through the greenery and away from the hustle-bustle of the city's traffic is truly a relaxing one. So, if you are planning to spend a half-a-day, Hindusthan Hotel can be an option.

Ambience: The look of Hindusthan Hotel is more like a modern two-storey dhaba on the highway with a boundary wall running around it. The ownership of the hotel changed hands in 2010 and at present is being run by Jitender Singh. The place is a bit cramped with a running mediocre crowd all round the clock. At present, the outlet is undergoing a complete renovation with a new AC restaurant and an open air sitting arrangement.

Food: Operating for the past few decades, Hindusthan Hotel has been successful in satisfying a steady clientele looking for a budget meal. It offers a wide range of multi-cuisine dishes starting from simple *samosa* and Veg Thali to specialties such as non-veg Tandoori Special Khazana, all reasonably priced.





Top Picks :

ITEM	RATE	SERVE FOR
Hindusthan Spl Veg Thali	₹75-100	1
Chicken Crispi	₹120	2
Non-Veg Tandoori Spl Khazana	₹390	4

Other favourites:

ITEM	RATE	SERVE FOR
Mutton Kasha	₹150	2
Chicken Pakora	₹100	2
Masala Dosa	₹35	1
Amritsari Kulcha	₹45	1

Name: Hindusthan Hotel

Location: NH-2, Gurap, Dist. Hooghly

Telephones: 03213-253988 / 7602063692

Cuisine: Multi-cuisine

Bar: No

Days Open: All

Timings: 24 hrs

Seating Capacity: 60 (Non-AC), 36 (AC) and 12 (AC Cabin)

Parking Facility: Yes

Accommodation Option: No

Payment: Cash

Meal for 2: ₹300 approx

Overall Rating: B



DRIVE OUT



THE OASIS

Chamrail, NH-6

Route: The Oasis is quite close to Kolkata, in fact the nearest. It is located at Chamrail on NH-6. While proceeding from the Kona Expressway towards NH-2, once you cross the Kolkata West International Complex watch out for The Oasis on your right. Since you won't get a gap in the median, drive over a kilometer more to find the cut and take a U turn on the right and proceed back to Kolkata. Look out for the drive in of The Oasis with an undersized signage, situated on NH-6 at Chamrail after Salap in Howrah, just beside a Loknath temple.

Or else, if you are on your way back to Kolkata by the NH-2, once you cross the Dankuni junction and proceed for the Kona Expressway by the NH-2/NH-6 look out for the drive-in of The Oasis at Chamrail before Salap in Howrah.

Drive out time: Being the closest, a direct to and fro drive from Kolkata would roughly take 2 hours along with the meal.

Ambience: The Oasis, started in 2003, is a beautiful retreat owned by DB Ghosh. It includes a two-tier restaurant cum bar, 17 fully furnished AC rooms (at the moment 7 are operational), a fully furnished conference room and a banquet overlooking a lawn. The greenery offers the guests a leisurely break from the maddening city. Although it doesn't have that "highway feel" inside, it is ideal for family or corporate meets.

Food: The food is absolutely great with a wide spread and good quality cutlery and crockery which only enhances your sense of satisfaction. The price and the food quality can give any other restaurant a run for its fame.



Top Picks :

ITEM	RATE	SERVE FOR
Saute Kai	₹165	2
Crispy Chilli Baby Corn	₹170	2
Chicken Peshawari Tikka	₹215	2

Other favourites:

ITEM	RATE	SERVE FOR
Tandoori Pomfret	₹285	1
Prawn Lababdar	₹370	2
Palak Paneer	₹170	2
Tutty Fruity Ice Cream	₹170	1

Name: The Oasis

Location: NH-6, Chamrail / Kona beside Lokenath Mandir,
Howrah - 711323

Telephones: 033-32582827 / 033-65503284

Restaurant Cuisine: Indian and Chinese

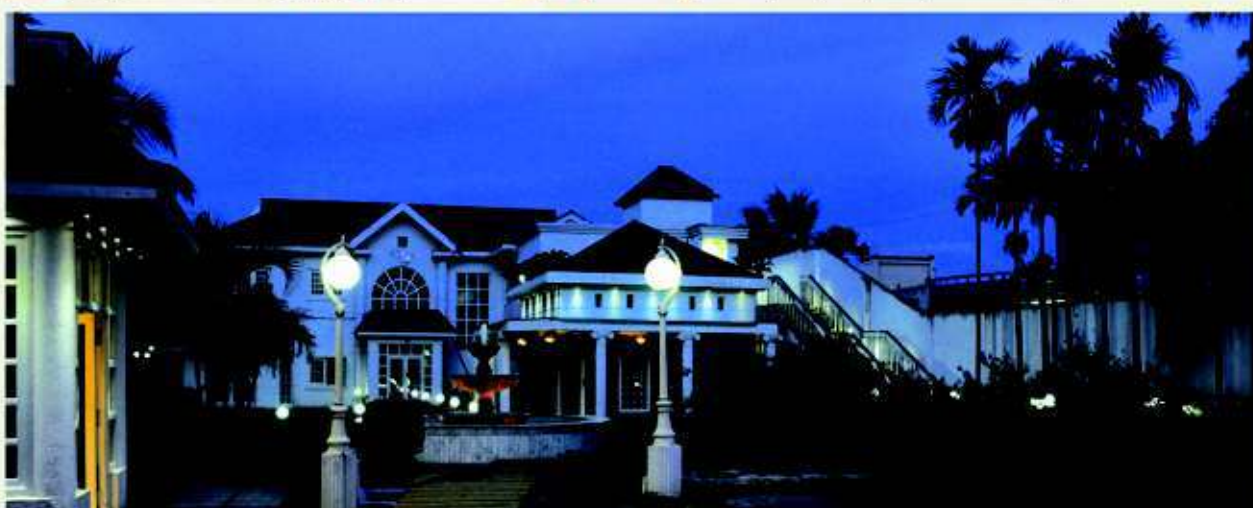
Bar: Yes **Days Open:** All **Timings:** 11 am – 11 pm

Seating Capacity: 140 **Parking Facility:** Yes

Accommodation Option: Yes **Room Rent:** ₹2000 – 3500

Payment: Cash / Card **Meal for 2:** ₹800 approx

Overall Rating: A



DISTANCE (km)	DIRECTIONS	ROAD NAME	ROUTE DESCRIPTION
0.0		VIDYASAGAR SETU TOLL TAX POINT	Set your car's Trip Meter to "0". Pay Toll Tax and enter Kona Expressway
4.3		Kona Expressway	Santiragachi Railway Station on left - proceed forward
7.7		Kona Expressway	Go on to the fly-over connecting NH-2. (Do not take the left lane to NH6)
8.9		NH-6 (NH-2 connector)	Take soft left on NH-2 connector and proceed towards Bardhaman/Delhi
12.0		NH-6 (NH-2 connector)	Continue straight on (Do not take the left lane)
16.8		NH-2	Follow direction towards Delhi - proceed straight
18.8		NH-2	Dankuni junction - proceed straight towards Durgapur Expressway
19.7		NH-2	Uttarpata intersection - proceed straight
21.8		NH-2	Dankuni toll tax plaza - enter Durgapur Expressway and proceed straight towards Bardhaman
35.8		NH-2 (Durgapur Expressway)	Tankeshwar exit on left - proceed straight
47.0		NH-2 (Durgapur Expressway)	Cafe Coffee Day, Govindpur
50.5		NH-2 (Durgapur Expressway)	Exit road to Dhanekhal & Chinsurah
59.3		NH-2 (Durgapur Expressway)	Azad Hind Dhaba proceed straight ahead
62.1		NH-2 (Durgapur Expressway)	Hotel Hindustan on left



Haleem

Iftar Special

Fatima Mirza

Come Ramzan and the world thinks of nothing but *haleem*. "Haleem" literally means 'patient and merciful'. It is generally believed that haleem originated in the region of modern day Iran and Afghanistan, several centuries ago. It was served as a breakfast dish. Rich in proteins, minerals and carbohydrates, the royalty believed that the dish had astounding aphrodisiac qualities. Initially, it was served to the royals and nobles and to their distinguished guests but with the passage of time it became a common man's favourite as well.

Haleem was introduced to India possibly during the reign of Mughal Emperor Akbar by the Arabs and Persian settlers who came down to seek fame and fortune in the Mughal court. These settlers brought along their heavenly cuisine. It did not take long for haleem to gain recognition and acceptance in this country. The recipe of haleem has been documented in *Akbarnama*, the official chronicle of the reign of the third Emperor and was written by Abul Fazl, one of the nine jewels in the Imperial court.

In India, haleem was largely patronized by the Nizams - rulers of the erstwhile Hyderabad state. The Nizams

maintained very close rapport with Persian nobility and married into these families and the haleem also came along with the wedding trousseau. The Nizams were known for their extravagant lifestyle and love for a variety of rich aromatic food. These rulers would hire trained cooks from far off places to prepare exotic delicacies on special occasions.

The holy month of Ramzan is all about fasting, prayers and charity but on the other hand it is also about good cuisine and community bonding. It is due to its huge popularity, in a way, haleem has become synonymous with this month of fasting. In the sub-continent, haleem is a must at every *iftar* (meal which is taken to break the fast). As it is made of mutton, wheat, legumes (split chickpeas known as 'chana dal', skinless split moong beans known as 'dhuli moong dal', split skinless lentils known as 'lal masoor dal'), arhar dal and spices, it is extremely nutritious and healthy. Many consider it to be an ideal dish during the fasting month due to its vitalizing effects. Huge ovens have to be specially set up for cooking the haleem in large cauldrons for hours. Its popularity can be gauged from the fact that Hyderabadi haleem

is patented under geographical indication (GI). In some restaurants it is sold throughout the year but it acquires its actual flavour only in the month of Ramzan. Haleem is also served during various auspicious occasions including weddings and to celebrate the birth of a child in the family.

There are essentially two distinct variations of haleem. In the more popular variety, three or four kinds of lentils are used. In the lesser known variant, there are just wheat, barley, spices and meat. Ideally, mutton should be used to get the real effect of this dish but these days for cholesterol conscious diners, chicken haleem has been introduced though the general response is lukewarm. New innovations include vegetarian haleem but this has not appealed to the taste buds either and has very few takers.

Like biryani, haleem too differs in taste in the Awadhi and Hyderabad versions but Kolkata, as usual, has its own variant. Traditionally, the meat would be blended into a fine paste but in Kolkata the small chunks of meat are found to be intact. Another variant of haleem is *khichra*. It is extremely popular in Pakistan and prepared extensively during Ramzan and Mohurram. Its consistency is thicker than that of haleem. In *khichra*, small pieces of meat stand out.

Like any other dish, this too, does not have any standard recipe. Each cook adds his own innovation and that is why the taste varies from one place to another. But it is essential to get the proportions of spices and lentils

correct.

The meat has to be thoroughly cooked and blended with the lentils. It has to be of a thick consistency in order to be called a perfect haleem. In some places goat trotters are added to make it more thick and sumptuous.

In areas like Park Circus, Esplanade, Zakaria Street and Metiabuz; beef haleem kept in copper *handis* are sold from handcarts parked at strategic locations round the year. It is eaten as a heavy evening snack. As it is cheap, it attracts sizeable crowd every evening in spite of the fact that these are run of the mill types and are quite spicy. In Kolkata, just before the commencement of Ramzan, all big and small restaurants make special preparations to sell haleem. Extra counters are set up to cater to the huge demand and are sold in earthen pot just before the *iftar*. It is customary to send haleem with other snack items to friends and relatives. Foodies, irrespective of their faith, look forward to enjoy this dish as it is sold only for a month. Popular restaurants like Shiraz, Aminia, Aliah, Zeeshan and Arsalan are a big hit. It attracts large number of customers and their sheer size speaks volumes about this great looking, aromatic and flavoured dish.



Mutton Haleem Recipe

Ingredients: ● Mutton – 500 gm ● Onion-200 gm ● Ginger-garlic paste- 4 tea spoon ● Red chilli powder – 1 tea spoon ● Coriander powder – 1 tea spoon ● Turmeric powder – 1/2 tea spoon ● Garam masala powder – 1.5 tea spoon ● Wheat – 100 gm ● Cloves – 4 pcs ● Cardamom – 4 pcs ● Cinnamon – 1pc ● Lemon juice – juice of two lemons ● Pulses – Chana dal ● Moong dal ● Masoor dal ● Arhar dal and Mash dal – (50 gm each) ● Ghee – 100 gm for frying onions and the residual ghee should be used for cooking. Salt – according to taste ● For garnishing – Green coriander leaves or mint leaves or soya saag – a few leaves ● Chopped green chillies ● Crispy onions – of two onions ● Ginger juliennes – a few ● Lemon wedges-a few.

Method: Fry the onions in ghee to a golden brown, crush and keep them separately. Soak the wheat and grind. In a deep bottomed pan heat the ghee and add cloves, cardamom and cinnamon. Stir for a few seconds. Then add ginger-garlic paste, red chilli powder, coriander powder, turmeric powder, mutton pieces and the crushed fried onions. Fry the mutton till ghee separates. Then add garam masala powder. Cook the meat pieces till they are tender. Separately boil all the pulses together with salt and wheat. Mix together the cooked pulses and the cooked meat. Put the pan on low heat and let it cook for a few minutes. Finally add the lemon juice. Serve it hot with chopped green coriander leaves or soya saag or mint leaves, green chillies, ginger juliennes and wedges of lemon.

REVISITING THE OLD SILK ROUTE

Sourav Guha



May 25 – June 3, 2013:

It was our long awaited dream to head for a trail in East Sikkim. There were three of us, –Tapas-da, Angshuman-da and I; we had planned it for some time but the trip got postponed. Finally, Tapas-da dropped out and we two along with our families decided to set off for the adventurous trip on June 25. We were still in a dilemma since the SDPO Rangoli had rejected our application for permission to visit the remote area. But we were not dejected and again applied from Gangtok through somebody based there.

May 25 –

We started punctually at 6 pm from Howrah in our Bolero and entered NH-6 first and then proceeded through NH-2 till Burdwan. We continued via Bolpur, Rampurhat and drove throughout the night in

order to reach Gangtok by next day. I drove till Malda then handed over the wheel to Angsu-da.

May 26 –

We reached Sevoke Bazar by 11am, had our breakfast and then headed for Gangtok. We came across the serpentine roads which began just after driving a furlong through the lush green jungles at Himalayan foothills. Your adrenalin will start flowing the moment you set your eyes on the picturesque ambience around. Angsu-da handed me back the wheel; it was my first ever experience of driving through the hilly terrain and after a few kms I got into the rhythm and soon reached Rongpo. We headed for Gangtok and reached there by 2.30 pm

in the afternoon. We eagerly waited for the permission to come through.

May 27 –

We took our luggage downhill to where we had parked the vehicle overnight. We were handed our permission and soon we drove away to our dream.

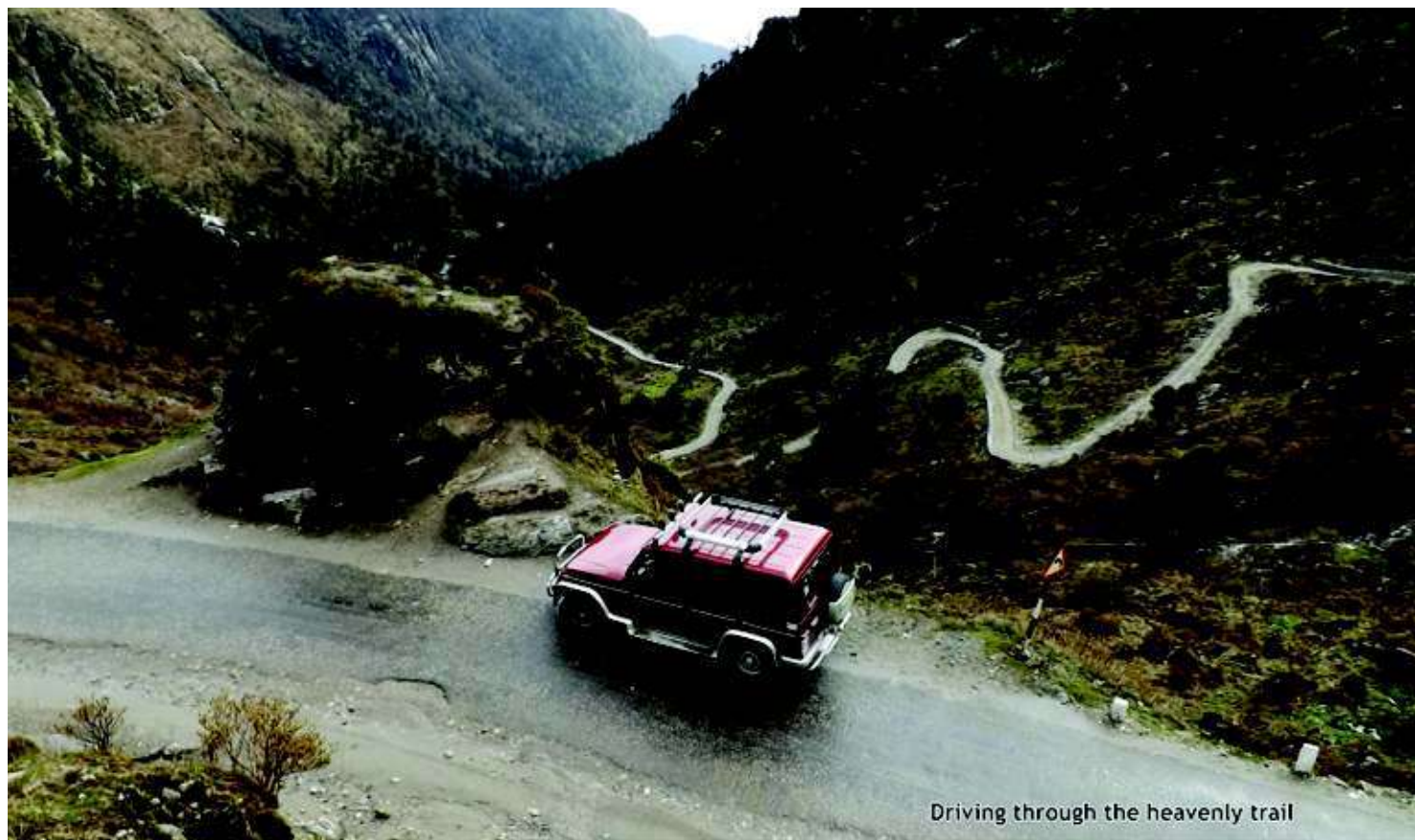
Leaving behind Gangtok we headed for Changu Lake and the road provided ample evidence of the hard work done by Border Road Organisation to maintain it. Finally, we reached Changu. It was awesome when we reached the pious lake (Tsango) but suddenly we were engulfed by mist and it started drizzling. We again started our journey, this time to Baba Harbhajan Singh Mandir.

As we rode uphill we saw the spectacular Changu Lake from the hill top.

We drove till Baba Harbhajan Singh's mandir who is said to be on duty even after his death. The army has maintained the surroundings of the Baba Mandir along with kiosks, tea stalls, souvenir shops and parking place. The new temple was set up as many people were unable to visit the old one due to the altitude and military restrictions, though we visited the old structure on our way to Gnathang. The way till Gnathang valley was awesome and the weather also cleared up to give us a glimpse of



Happy Family



Driving through the heavenly trail

the beauty of God's creation.

May 28 –

We did not have a great night at Gnathang since most of our members fell ill due to the high altitude. However my exposure to high altitudes due to my mountaineering experience enabled me to recover soon. Others also recovered after taking medicines. Though there was heavy downpour at night, the morning was thankfully bright and sunny. I went out for a stroll and got some marvellous photographs of the picturesque valley and the village from the heights. As I sat inside the car and revved the engine my heart sank since the car failed to start. However, the locals suggested that I should keep trying as it would take some time since the night temperature had gone down to subzero. After a few attempts there was a faint, uneven start. After idling the engine for nearly 15 minutes it

revved to life and I was relieved.

After a filling breakfast we headed for our actual destination - Zuluk - only 15 kms away from Gnathang valley. Soon the weather changed and we were engulfed by a white mist leaving me frustrated. Finally we reached Thambi View Point and I was adamant to stay there till I got a view of the Silk Route. We waited there for two and half hours and were rewarded by a breath taking view of the zigzagging road of the Old Silk Route. As soon as we got some photographs we got into the Bolero and drove off while the weather gods decided that it was time for some more rain. Angsu-da drove till Zuluk while I got busy with the

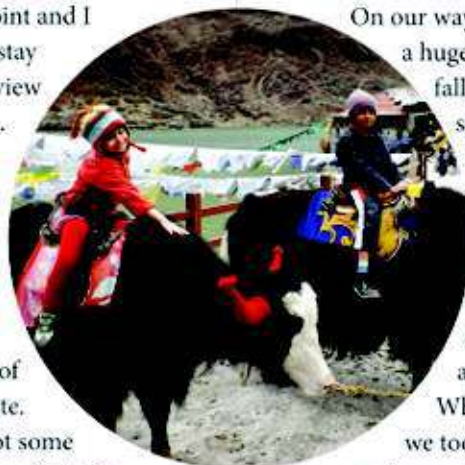
camera. At Zuluk we stayed at a home stay - Dil Maya.

May 29 –

After breakfast we headed for Aritar Lake, located at the last lap in Sikkim. We passed through Rongli check post. It was raining nonstop.

On our way we came across a huge, beautiful waterfall and enjoyed its spell bounding beauty for an hour or so before setting out for Aritar. But there were some more adventure left.

While going uphill we took a wrong turn and our vehicle got stuck in the mud. We could not get it out of the slush and hence decided to abandon the Bolero for the time being and head for the hotel. The





The fantastic view of Elephant Lake



On our way back, we crossed the Sikkim border to enter West Bengal. After crossing Rishi Khola we headed for a beautiful village called Silery Gaon through a coniferous forest. Stopping at Rishi Khola we enjoyed the roaring sound of the swift stream flowing below. When the sky is clear one can get an

through dense forest of Neora Valley Sanctuary to reach Changey. We parked our vehicle about 5 kms ahead and trek the rest through the jungles to reach Changey Falls Resort. After staying there for two nights we headed back to Lava. Next day, after having lunch we headed straight to Kolkata. With a night halt at Raiganj, we reached the city on June 3 after travelling about 1800 kms in our Bolero.

hotel had sent a local vehicle to pick us up. They also helped us to get a truck from below to pull out the vehicle. Thankfully, after almost two hours efforts we could pull it out of the deep slush with the help of three TMT bars tied to each other.

May 30 –

We woke up in the morning and enjoyed the view of the Aritar Lake. Unfortunately, we could not go boating because it drizzled steadily throughout the day.

unobstructed view of Kanchenjunga from here. However, there are plenty of scorpions and leeches and one is advised to carry salt to get rid of the latter.

May 31 –

We headed for Lava. Our drive through the Old Silk Route ended here.

However, we decided to extend it a little and stay at Changey Falls. We passed



Our Bolero failed to pull us out from the slushy trap



Refresh Your Car

Cars have become an inseparable part of our life to the point of being extension of our personality. We do spend a good time commuting every day and hence it is quite important that our cars smell clean and fresh. Here is where the air purifier and ion generator comes into play. It makes sense to buy an air-purifier that can be used in our room as well as in the car.

It has been found that quite a good number of people spend almost 4-5 hrs. a day in their cars while travelling says **Ravi Bagra** of Samir Agencies, a reputed dealer of car accessories on Rawdon Street who has been in the trade for quite some time.

"People have now become quite conscious about their health and give a lot of time and effort to keep themselves fit and healthy.

Fresh air is one of the most important factors, particularly in a polluted and dusty environment," says Mr Bagra.

'Air purifier' is one of the prerequisite products which should be used in cars or homes especially for those people for whom driving the car or

sitting in an air conditioned room and keeping the machine on 24x7 is hygienic, dust and flu free. Using a certified air purifier not only helps to clean the dust but also cleans up the environment, getting rid of Influenza Virus (A) H1N1, H5N1, all types of odour including cigarette, pets and airborne allergen etc, claims Mr Bagra.

The ion generator can easily be fitted into the cup holder or can also be placed on the rear parcel tray of the car and connected to the cigarette lighter outlet of any car. These air purifiers are fitted with filter which can be easily taken out and cleaned once in a month by the user himself and hence there is no maintenance cost as such.

The product is easily available in the market by reputed brands like Philips, Sharp etc at an approximate price range of around Rs 11,000. But along with an air freshner do ensure your car interiors are cleaned regularly for an odourless, fresh feel in the morning when you get in and zoom away to work.





Sanjay Ghosh is no stranger to the vintage and classic car fraternity of India. A restorer par excellence he is also a passionate collector of these ageless beauties. Ghosh's stable is home to 1932 Ford V8, 1947 Chevrolet Fleetmaster and 1949 Cadillac. In a candid discussion with **Team WHEELS**, Ghosh talks about the fourth stunner acquisition in his stable – the 1949 Buick Super 8 Limited Edition.

A RARE BEAUTY

History

Buick is at present, the oldest surviving American automotive make, and among the oldest automobile brands in the world. The company originated as the Buick Auto-Vim and Power Company in 1899 - an independent internal combustion engine and motor-car manufacturer. It was later incorporated as the Buick Motor Company on May 19, 1903, by Scottish born David Dunbar Buick in Detroit, Michigan. Later that year, the company was taken over by James H. Whiting who moved it to his hometown of Flint, Michigan and brought in William C. Durant in 1904 to manage his new acquisition.

David Dunbar Buick sold his stock for a small sum upon departure and died in modest circumstances 25 years later.

The Buick Super was produced from the 1940 through the 1958 model years (excluding World War II). The Super was built on Buick's larger platform which it shared with the Roadmaster. Both the Super and the Roadmaster were later replaced by the Electra in 1959.

Fact File

The 1949 Buick Super is very similar to the 1946, 1947 and 1948 Buick Super models. These cars are mechanically identical with body shape, styling and contours being similar to the 1949 Cadillac.

The 1949 Buick Super 8 sports a larger grille which stretches till the end of the fenders. In jest, the Americans used to refer to these fenders as 'jaws'. The side lights are placed on the top of the fender. The car has a light steering ensuring easy maneuverability, soft suspension which translates into a plush ride and a powerful straight 8 engine.

Collector's Choice

The 1946, 1947 and 1948 model year Buicks are still surviving in dozens all over India. But the 1949 Buick Super Limited Edition is a rare car and truly a collector's piece. For the past three years I was the Chief Judge at the Bombay Vintage and Classic Car Rally but I haven't seen a single one at the event. Delhi has none. Though Madras is home to two 1949 Buicks, to the best of my knowledge, this is the only one in Calcutta.



Sanjay Ghosh

Ownership

My grandfather owned a 1949 Buick during his time. I have always been fascinated by Buicks since my childhood days and secretly nurtured a desire of owning one someday.

This car was bought from Uttar Pradesh by a friend of mine. After acquiring the Buick he kept the restoration work pending for over a year until one day misfortune struck; the windscreen of the Buick was shattered accidentally. My friend hunted for a spare windscreen everywhere but could not find one. This was because unlike other cars this Buick has an unconventional windscreen. It is curved at both the ends and hence difficult to find a spare one nowadays.

It just so happened that a few years ago while restoring my 1949 Cadillac which also sports an identical curved windscreen, I got two spare windscreens made by an artisan in Uttar Pradesh. I was able to convince my friend to sell his car to me.

Restoration

The Buick was acquired in an original state. While examining it I didn't find any signs of wrongful tampering. However, it required comprehensive restoration work. Starting from the body work, wiring, carpeting to paint job, under carriage coating and seats, everything had to be done from scratch. Not just that, the suspension set up, steering, brake, clutch, meters and chrome work too had to be worked upon and we also replaced all the tyres. But restoring the Buick was a fairly simple job as I had restored similar cars in the past.

Accolades

The Buick made her debut at The Statesman Vintage and Classic Car Rally in 2009 and won the Best Restoration award in that year. In subsequent years, she also won the winner and runner up trophy in the category of the Best Maintained Classic Car built between 1940 and 1949 at the Calcutta rally.



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CAR PRICES IN KOLKATA

HATCHBACK

Company	Model	Power	Mileage	Price (Rs./Lac) Ex-Showroom
Chevrolet	Spark	995cc	18.0	3.44 - 4.29
Chevrolet	Beat	1199cc	13.5	4.84 - 6.19
Chevrolet	Sail U-VA	1199cc	18.2	4.31 - 6.87
Fiat	Grande Punto	1172cc	15.2	5.26 - 7.27
Ford	Figo	1196cc	15.6	3.96 - 6.17
Honda	Brio	1198cc	19.4	4.24 - 6.28
Honda	Jazz	1198cc	12.25	6.17 - 7.74
Hyundai	EON	814cc	21.10	2.93 - 4.02
Hyundai	Santro	1086cc	16.76	3.08 - 4.25
Hyundai	i10	1086cc	19.81	3.85 - 4.68
Hyundai	i20	1197cc	18.10	4.97 - 8.08
Mahindra	Verito Vibe	1466cc	20.8	5.79 - 6.67
Maruti Suzuki	Alto 800	796cc	22.7	2.95 - 3.51
Maruti Suzuki	Alto	998cc	15.16	3.17 - 3.63
Maruti Suzuki	Estilo	998cc	13.55	3.73 - 4.67
Maruti Suzuki	Wagon R	998cc	20.51	3.80 - 4.74
Maruti Suzuki	A Star	998cc	13.79	4.06 - 4.95
Maruti Suzuki	Ritz	1197cc	17.70	4.63 - 6.70
Maruti Suzuki	Swift	1197cc	18.6	4.78 - 7.27
Nissan	Micra	1198cc	9.1	4.42 - 6.71
Renault	Pulse	1461cc	23	4.43 - 6.98
Skoda	Fabia	1198cc	16.4	5.85 - 7.71
Tata Motors	Nano	624cc	18.3	1.61 - 2.28
Tata Motors	Indica eV2	1396cc	25	4.33 - 5.10
Tata Motors	Indica Vista	1172cc	16.7	4.84 - 7.11
Toyota	Etiós Liva	1364cc	23.5	4.77 - 6.26
Volkswagen	Polo	1198cc	8.9	5.06 - 7.28
Volkswagen	New Beetle	1984cc	10.96	21.41

SEDAN

Audi	A4	1968cc	16.5	28.58 - 49.91
Audi	A6	2773cc	10.4	42.44 - 60.31
Audi	A7	2967cc	6.0	83.90
Audi	A8	4163cc	13.6	108.0 - 178.0
Audi	R8	5204cc	7.04	159.0 - 204.0
BMW	3 Series	1995cc	18.88	29.80 - 39.40
BMW	5 Series	2979cc	11.62	41.50 - 54.50
BMW	7 Series	2979cc	12.05	92.90 - 173.00
Chevrolet	Sail	1199cc	18.2	5.13 - 7.72
Chevrolet	Cruze	1991cc	12.41	14.23 - 16.48
Fiat	Linea	1368cc	8.94	7.39 - 9.86
Ford	Fiesta	1499cc	17.0	7.61 - 10.5
Ford	Classic	1399cc	20.9	5.82 - 8.11
Hindustan Motors	Ambassador Grand	1817cc	11.63	4.64 - 6.01
Honda	Amaze	1498cc	25.8	5.24 - 7.95
Honda	City	1497cc	16.7	7.49 - 10.81
Honda	Civic	1799cc	15.1	13.14 - 15.49
Honda	Accord	2354cc	9.43	21.13 - 21.93
Hyundai	Verna	1396cc	17.43	7.48 - 10.43

SEDAN

Hyundai	Elantra	1797cc	16.0	13.16 - 16.63
Hyundai	Accent	1492cc	16.36	5.31 - 5.70
Hyundai	Sonata	2359cc	11.8	19.4 - 21.6
Jaguar	XF	2179cc	8.5	46.73 - 83.04
Jaguar	XFR	5000cc	12.0	75.38 - 103.00
Jaguar	XJ	2993cc	10.5	97.16 - 184.00
Mahindra	Verito	1390cc	13.87	5.34 - 7.33
Maruti Suzuki	Swift Dzire	1197cc	19.0	5.24 - 7.90
Maruti Suzuki	SX4	1586cc	16.5	7.92 - 10.14
Maruti Suzuki	Kizashi	2393cc	12.45	17.74 - 18.79
Mercedes Benz	C Class	2143cc	14.6	30.47 - 94.39
Mercedes Benz	E Class	3498cc	10.9	41.14 - 78.68
Mercedes Benz	S Class	3498cc	13.5	81.79 - 107.14
Mercedes Benz	CLS Class	3498cc	11.74	82.08 - 124.00
Mitsubishi	Lancer Evolution	1998cc	15.0	50.39
Mitsubishi	Cedia	1998cc	12.54	8.47 - 9.14
Nissan	Sunny	1498cc	16.5	6.24 - 8.83
Nissan	Teana	2496cc	9.1	22.23 - 26.18
Porsche	Panamera	4806cc	8.0	129.00 - 187.00
Renault	Fluence	1461cc	21.8	13.82 - 15.78
Renault	Scala	1498cc	16.5	7.26 - 10.15
Skoda	Rapid	1598cc	10.5	7.31 - 10.03
Skoda	Laura	1798cc	13.37	14.95 - 19.80
Skoda	Superb	1798cc	13.70	20.41 - 25.05
Tata Motors	Indigo eCS	1193cc	23.03	5.20 - 6.45
Tata Motors	Manza	1248cc	21.0	6.13 - 8.31
Toyota	Etiós	1496cc	16.78	5.63 - 7.30
Toyota	Corolla Altis	1798cc	15.22	12.16 - 16.44
Toyota	Camry	2494cc	13.0	24.98
Toyota	Prius	1798cc	23.91	30.30 - 32.53
Volkswagen	Vento	1598cc	10.6	7.52 - 10.08
Volkswagen	Jetta	1968cc	19.33	13.97 - 19.42
Volkswagen	Passat	1968cc	11.9	22.66 - 28.01
Volkswagen	Phaeton	3597cc	11.9	76.96

MUV, SUV & VAN

Audi	Q3	1968cc	11.72	29.42 - 34.96
Audi	Q5	2967cc	7.8	44.30 - 49.99
Audi	Q7	2967cc	10.9	61.95 - 90.68
BMW	X1	1995cc	15.24	28.60 - 33.40
BMW	X3	1995cc	15.0	40.60 - 52.30
BMW	X5	2993cc	10.4	78.20
BMW	X6	2993cc	7.5	96.70
Chevrolet	Tavera	1998cc	12.2	9.22 - 11.32
Chevrolet	Captiva	2231cc	12.0	25.49
Chevrolet	Enjoy	1248cc	18.2	5.65 - 8.22
Force Motors	Force One	2149cc	10.01	11.75 - 11.83
Ford	EcoSport	1499cc	16.15	5.74 - 9.24

MUV, SUV & VAN

Ford	Endeavour	2953cc	8.55	20.20 - 23.52
Honda	CR V	1997cc	13.7	21.30 - 25.49
Hyundai	Santa Fe	2199cc	14.66	24.24 - 27.45
Land Rover	Range Rover	4367cc	14.7	145.00 - 173.00
Land Rover	Range Rover Sport	4197cc	22.8	77.54 - 105.00
Land Rover	Range Rover Evoque	2179cc	8.14	50.25 - 63.45
Land Rover	Freelander	2179cc	12.39	38.67 - 43.92
Land Rover	Discovery 4	2993cc	11.8	72.06
Mahindra	Thar	2498cc	16.5	7.34 - 7.50
Mahindra	Bolero	2523cc	13.6	6.18 - 7.59
Mahindra	Xylo	2489cc	14.95	7.63 - 11.04
Mahindra	Scorpio	2179cc	12.0	8.02 - 12.41
Mahindra	XUV 500	2179cc	15.1	12.54 - 15.29
Mahindra	Quanto	1493cc	17.21	6.46 - 8.04
Maruti Suzuki	Grand Vitera	2393cc	10.5	17.24 - 18.57
Maruti Suzuki	Omni	796cc	14.7	2.74 - 2.79
Maruti Suzuki	Eeco	1196cc	15.1	3.36 - 3.57
Maruti Suzuki	Gypsy King	1298cc	11.96	6.28 - 6.46
Maruti Suzuki	Ertiga	1373cc	19.1	6.43 - 9.30
Mercedes Benz	B Class	1595cc	13.8	22.73 - 26.31
Mercedes Benz	M Class	2987cc	10.21	49.61 - 61.59
Mercedes Benz	GL Class	2987cc	12.0	72.60 - 77.30
Mercedes Benz	G Class	5481cc	12.0	139.00
Mitsubishi	Outlander	2360cc	7.7	20.09 - 20.75
Mitsubishi	Pajero Sport	2477cc	12.0	23.65 - 23.42
Mitsubishi	Montero	3200cc	11.56	35.50 - 42.49
Nissan	X Trail	1995cc	14.4	23.19 - 27.71
Porsche	Cayenne	4806cc	9.52	60.00 - 145.00
Renault	Duster	1461cc	20.45	8.07 - 12.31
Renault	Koleos	1995cc	13.7	24.74
Skoda	Yeti	1968cc	12.2	15.14 - 18.87
Tata Motors	Venture	1405cc	15.42	4.75 - 5.60
Tata Motors	Sumo Gold	2956cc	14.07	5.86 - 7.51
Tata Motors	Sumo Grande	2179cc	13.55	7.68 - 9.28
Tata Motors	Safari	2179cc	13.93	8.77 - 13.96
Tata Motors	Aria	2177cc	13.7	9.96 - 17.14
Tata Motors	Xenon	2179cc	13.49	10.27 - 11.33
Tata Motors	Safari Storme	2179cc	14.0	10.37 - 14.54
Toyota	Prado	2982cc	6.6	78.39
Toyota	Land Cruiser	4461cc	9.0	119.00
Toyota	Innova	2494cc	11.17	10.45 - 14.83
Toyota	Fortuner	2982cc	12.5	22.79 - 24.42
Volkswagen	Touareg	2967cc	8.7	58.50 - 58.83

Ex-showroom prices (Kolkata)

COUPE / CONVERTIBLE

BMW	6 Series	2993cc	6.9	106.00
BMW	M Series	3999cc	8.1	100.00-164.00
BMW	Z4 Roadster	2979cc	10.4	67.50
Porsche	Boxster	2687cc	12.19	71.51-83.96



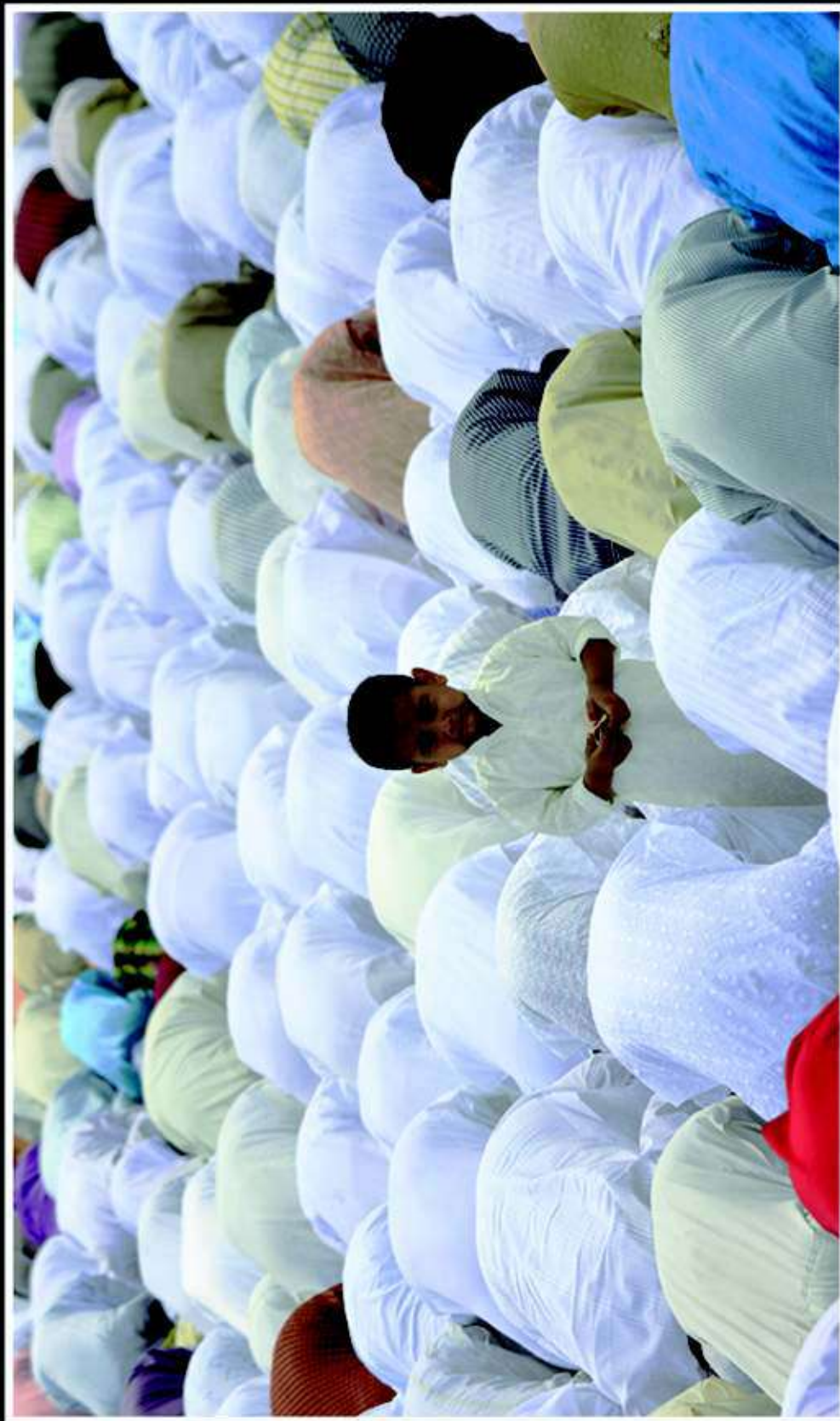
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