

KOLKATA on **WHEELS**

AUTOVENTURING GUIDE AROUND THE CITY

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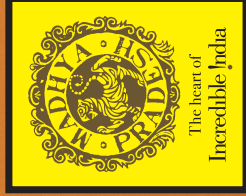
FLYING HIGH
HELICOPTER SERVICE

RAMZAN
DELICACIES

DRIVE SAFE IN
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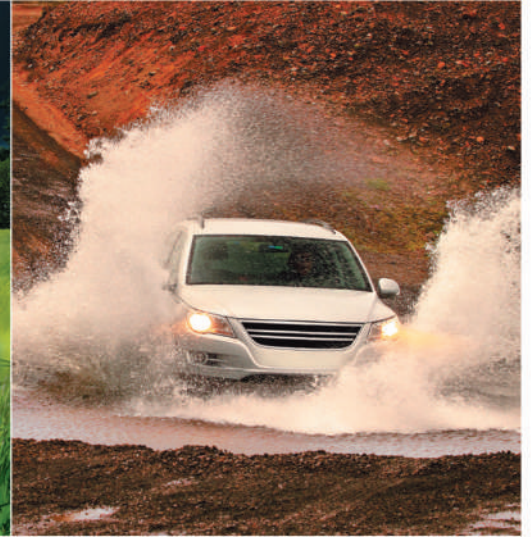
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EDITORIAL



Long drives after a hectic week help you to unwind. Throw in some good food and it becomes the icing on the cake. That's what we did in the last issue surveying NH-2 and this time Team WHEELS chose to explore the eateries on NH-6 which lies only 8 km away from the city. While driving from Kona Expressway towards Kolaghat, one comes across many food joints which provides a wonderful opportunity to indulge in sumptuous meals. We picked out the best 9 eating joints and you can choose them according to the company you keep for the drive.

This issue, inadvertently celebrates what keeps Kolkatans grooving – food! We peep into the kitchens of the devout in the month of Ramzan and sample the traditional delicacies that are cooked for *Sehri* and *Iftar*. To know more, turn to our Food for Thought column.

Exploring the bylanes of Kolkata, we bring to you the market exclusively selling *chhana* and *paneer* in Bazaar Buzz. Remember, the sweetmeat makers turned to *chhana* only a century ago and under their creative kneading, this product of curdled milk transformed the world of sweets with *rasogolla* and *sandesh* of various flavours and texture.

Well, what innovative reuse of waste!

Coming to waste, we look back to the past and discover how our early city fathers designed a railway system to carry garbage and the origins of Dhapa where one of the first efforts to use refuse for agricultural purpose was taken up.

And coming up are three back to back events organised by 'Kolkata on WHEELS'. We kick off with an informative one-day workshop on technical aspects of cars meant for passionate car owners, on July 17. The next event is a road trip to the historic capital of Bengal – Gour and Pandua in Malda between August 13 and 15. And the annual Corporate Car Treasure Hunt slated for August 21 is meant for teams from the corporate houses in Kolkata and aimed at testing their knowledge about the city.

So gear up to enjoy the beauty of Kolkata in the rains but remember to drive safely!

Souvik Ghosh
editorial@kolkataonwheels.com



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FLYING HIGH Helicopter Service in Bengal

Soumyadip Mullick

The Transport Department of West Bengal has introduced a helicopter service that takes you to exotic and well known vacation spots in West Bengal in a jiffy. Places like Digha, Sagardwip, Shantiniketan, Haldia and Malda can now be reached within an hour by availing this flying machine. Apart from saving on time, helicopter rides can also turn out to be a great experience, offering you a bird's eye view. It is indeed the 'new high' among the tourists and businessmen, according to tour operators who merrily point out that tickets are selling out like hot cakes. So read on about this new fad among the tourists on the lookout for a quick getaway.

Like in case of all other spots, the chopper is provided by Pawan Hans. It takes off from the Behala Flying Club every week on specific days according to schedule. This seven seater helicopter provides you with the perfect opportunity to reach faraway spots within a short time.

Nowadays, by availing the helicopter services, one can reach the most popular sea beach Digha, in a matter of minutes. The helicopter service to Digha was inaugurated last year in December by the Chief Minister of West Bengal, Miss



Mamata Banerjee. It usually runs on Saturdays. The helicopter takes off at around 10:30 am in the morning from the flying club and reaches Digha by 11:15 am, in a time span of 40 minutes. Compare it to the 4-hour drive required to reach Digha and you will realise why the helicopter service is such a blessing. You may even return on the very same day and board the

helicopter from Digha around 2:00 pm and reach Kolkata by 2:45 pm in the afternoon.

On Sundays, the helicopter makes a trip to Gangasagar or Sagardwip. Gangasagar during Sankranti, in the middle of January, is crowded with pilgrims who want to take a dip during the auspicious time and visit Kapilmuni's ashram. Although

the Gangasagar Mela is a prime attraction, this island situated at the meeting place of Ganges and Bay of Bengal is also a fine tourist spot offering great view. However, you need to be ferried across the mighty river in order to reach the island which is quite time consuming, if not a problematic issue. Hence, the helicopter service is an ideal solution for your troubles. The helicopter leaves Behala Flying Club at 9:30 am and reaches Gangasagar by 10:35 am. For the return journey, it leaves Gangasagar by 12:30 pm in the noon on the very same day and reaches the flying club by 1pm, which is exactly half an hour.

Apart from these two, the chopper also makes a trip to Malda on Fridays. Imagine driving to Malda on NH-34 for a historical trip or business, which would take 8 hours. Instead, consider availing the helicopter service. For Malda, the chopper leaves Behala Flying Club at 9:30 am and lands in Malda around 11 am. For the return journey on the same day, it leaves from there at 2 pm and lands in the flying club at 3:30 pm. The trip to Shantiniketan and Haldia is currently

closed. Plans are afoot to start a trip to Shantiniketan-Tarapeeth, the tour operator mentioned.

Flying in a helicopter is again no mean experience. The big and swanky looking VT-ELM bird is brought out near the runway where the officials meticulously check all the systems before departure. It is an exercise which gives your confidence a boost.

Upon entering the helicopter, the passenger fastens the seat belts and is provided with a headset. After the final check, the two pilots gets the helicopter to take off.

The one way trip to Digha costs ₹2000 per head along with a service charge of ₹200 and tax @ 3.57%. The return would also cost the same. The trip to Gangasagar, one way, costs you



₹2000 per head along with the service charge and tax, which are same as above. The trip to Malda is slightly more and would cost you ₹2500 along with a service charge of ₹200 and tax @ 3.57%.

All bookings have to be done in advance, one month before the journey via travel agencies. It can be done online by logging onto the website www.gangasagar.org. This tour operator has its office in both Chowringhee and in New Garia. The other website to log into for booking is www.parairconnect.com.

As far as cancellations are concerned, it has to be done 48 hours earlier from the day of journey and you would get a full refund of your money. The minimum number of people needed for the helicopter to take off is five. In case of Gangasagar tour, the helicopter can take off with minimum two people. On-flight refreshments are not provided because of the short duration. Currently, this service is operating



with one helicopter but have plans to expand in the near future. The essential information which one needs to provide while booking, are their names, age, weight and their contact numbers.

Sometimes due to bad weather, the

helicopter might remain stalled for a while until the pilot feels it's safe to take off. In case of extreme weather conditions, the service remains aborted while giving back a full refund. People of all age can avail this service unless of course one suffers



from extreme vertigo. An official of the transport department said: “The service was started as an initiative to provide the tourists with an insight into the wonders of Bengal”. However, the chartered helicopter service, particularly in North Bengal may turn out to be a great blessing in case of medical emergencies. And it is perfect for businessmen and doctors who have little time to spare, yet they need to reach remote places.

All in all, this service presents you with a royal feel while you continue your journey at great heights. So, if you are planning a vacation this weekend, then it's time for you to fly high.



West Bengal Helicopter Service: Timing & Price Details

Sl	Route	Flying Day	Departure & Arrival	Seat	Price Per Seat (₹)	SC & TC (₹)
1.	Kolkata Behala - Ganga Sagar	Sunday	09:30 am – 10:35 am	07	2000	200 + 3.57%
	Ganga Sagar - Kolkata Behala	Sunday	12:30 am – 01:00 pm	07	2000	200 + 3.57%
2.	Kolkata Behala - Digha	Saturday	10:30 am – 11:15 am	07	2000	200 + 3.57%
	Digha - Kolkata Behala	Saturday	02:00 pm – 02:45 pm	07	2000	200 + 3.57%
3.	Kolkata Behala - Malda	Friday	09:30 am – 11:00 am	07	2500	200 + 3.57%
	Malda - Kolkata Behala	Friday	02:00 pm – 03:30 pm	07	2500	200 + 3.57%



Disposal of waste is not a modern urban problem and Calcutta has struggled with this problem since its inception. Its squalid environment has drawn criticism from its early inhabitants and some of its major roads were actually dumping grounds, later filled in as the city grew, pushing back its boundaries.

Initially, one of the first

infrastructure for garbage removal which came up in Calcutta were the two cattle pounds, housing the bullock carts used for the purpose. During the days of Fever Hospital Committee, there were two such pounds, one at Baithakhana and the other at Entally Police Hospital Road. Interestingly to this day, the Gokhana Lane in Baithakhana still bears its association with the cattle pound.

Earlier, private contractors were entrusted with the task of collecting garbage but under Lieutenant Abercrombie, the municipal body took up the responsibility of garbage collection. In 1837, for the first time such a *gokhana* was constructed for the use of conservancy. Later, as workload increased, a yard was added to the cattle pound to house the conservancy carts and for their

Municipal Railway & Dhapa Square Mile

Anindita Mazumder



repair and maintenance. Much later, fabrication of street name plates and that of house numbers and repair of lamp posts were also carried out in the yard. The police hospital, adjoining the cattle pound suffered from drainage condition and want of proper ventilation due to its presence. By 1901, the city got two more cattle pounds, one at Grey Street and the other at Alipore.

One can get an estimate about the scale of operations from the following statistics. There were 555 bullocks and 404 carts in 1856 but within another 5 decades, the number rose to 1716 and 1633 respectively and the number of bullock cart drivers rose to 1545. Till 1867, the *gokhanas* were primarily responsible for collecting garbage and keeping the city clean. However, as the population grew, disposal of garbage collection became a huge headache for the municipal body. Initially, the garbage was burnt in kilns but it was a slow and expensive process and not a sustainable solution. It was then the concept of refuse railway gained precedence.

In the meantime, the Municipal Corporation was plagued with the problem of dumping ground. Initially, it was convenient to find dumping grounds just outside the town. During the days of Old Fort before the Battle of Plassey, the ditch to the east of the fort where the bodies of the Black hole victims were thrown, was used as a dumping ground till it was filled up in 1766. As the boundaries of the town pushed farther, the Mahratta Ditch dug to prevent the raids by *bargis* became the new dumping ground till 1780. Meanwhile, Strand Bank Road was also filled in. As the city grew and the volume of refuse increased, scavengers were asked to find new convenient dumping grounds outside city limits. In 1859

the Commissioners, in their report complained that these localities were already beyond convenient distances from the town and during rains, carts sank right up to the axle-tree in the muddy grounds.

Meanwhile, in 1865, the government acquired a square mile of land at Dhapa near the Salt Lakes in the east for Rs 93,225 for the Corporation for garbage disposal, the same year that the decision to construct a refuse railway was taken. The swampy Salt Lakes in the Eastern fringe had always received the city's refuse and sewer because of the natural drainage of the area through the creeks that flowed into it. Starting in 1867, the construction of the railway was taken up in stages till 1911.

The Refuse Railway which came to be known as Municipal Railway, was divided into two main sections—the one running from Theatre Road to Bagbazaar Street along Circular Road; and the other extending to the Square Mile, the dumping ground to convey the refuse. The bullock-carts used to empty the garbage into railway wagons at certain platforms. Cranes were originally used for lifting the refuse from carts into the wagons but were replaced by the platform system in 1868. Six large loading platforms were constructed along Circular Road. The railway was originally 8 miles in length. Its length increased to 12 miles in 1877 and in 1910 - 1911 another 3 miles of line was constructed. In 1907, the site of one of the platforms was absorbed in the extension of the Campbell Hospital (currently called Nil Ratan Sircar hospital). This closed down two other southern platforms and led to the construction of a new platform with adequate accommodation near Karaya, a little east of Circular Road.

The railway removed on an average over 1000 tons of refuse daily from the Circular Road platforms to the dumping-ground at Square Mile. The carrying capacity of a wagon was placed at 10 tons, and a single bullock cart carried half a ton of refuse and a double bullock carried two tons of refuse. In 1913-14, around 36,000 wagons were sent to Dhapa.

However, soon the stinking surroundings of Circular Road because of the refuse railway changed public opinion against it. Dr DB Smith, the then Sanitary Commissioner of Bengal castigated the refuse railway in disgust as “A great sanitary abuse and an ill-considered and reckless system of conservancy.” It was shared by the residents of the areas through which the garbage filled open wagons of Municipal Railway passed. Once there was a strike by refuse coolies and the open wagons filled with garbage were left for two-three days on the tracks and one can imagine the plight of the residents. When Subhas Chandra Bose was the Chief Executive Officer of Calcutta Corporation in 1925, he had promised that the system of garbage disposal through refuse railway would be discontinued. But it took another two decades to fulfill this assurance.

Nowadays, a fleet of lorries has taken the place of refuse railway. And the cattle pounds have been converted into Municipal garages for the upkeep of these lorries. Only Dhapa continues to be the sole dumping ground for the city though it has seen a lot of construction including the EM Bypass. However, the newly introduced garbage compactors have reduced its load substantially.

Buses with Bio-toilets

Team WHEELS

Inadequate or complete absence of restrooms on national highways have been a long pending complaint for travellers on roads in our country. Even if a few are available at dhabas and other eateries, they seldom address issues of cleanliness or hygiene. Following in the footsteps of Indian railways, the state transport department has introduced bio toilets in some of its long distance buses, particularly those travelling beyond 125 kilometers. For the time being, buses with bio-toilets have been introduced in the Asansol and Digha routes of South Bengal State Transport Corporation (SBSTC) and hopefully would be replicated by other state run transport corporations as well.

The concept of bio-toilet is based on 'anaerobic composting'. In layman's term, 'anaerobic decomposition' is a process by which the biodegradable waste is broken down by microorganisms in the absence of oxygen. The process undergoes several stages, eventually leading to the breakdown of the waste by bacterial hydrolysis. The body waste goes to the bio digester tank which contains bacterial inoculums. The process of decomposition produces a bio gas which later escapes through an outlet.

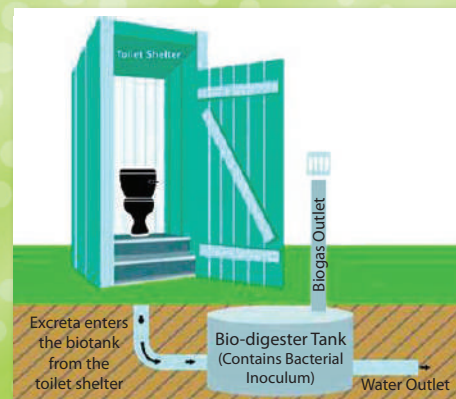
This mechanism is widely used as a renewable source of energy, as the end product which is bio gas, could be used directly as fuel in combined heat and power gas engines. Hence, this method is absolutely pollution free, eco friendly and contributes towards keeping the state clean and green. Countries like UK, Sweden, Germany etc. has already embraced this method of ridding biodegradable waste and has gained appreciation for being pollution free. As a part of Swachh Bharat Abhijan, these bio-toilets are gaining popularity and Indian Railways has set a target of building 17000 bio toilets in trains, this year.

The toilet is located at the back of the bus. It has two cubicles facing each other just like the ones we find in a train. There is also a mirror and wash basin attached in the space between the two cubicles. Mr Haradhan Sinha Roy, the chief operator of SBST depot at Esplanade said: "The buses are cleaned every morning before taking off for the day. The washrooms have the western style toilet seat, making it convenient for people of all ages to use".

In order to avail this eco friendly bus, one can log into the website of SBSTC and book via their portal which is www.sbstcbooking.co.in. You can also come down to the Esplanade Bus depot in person and buy tickets from their



office at L-20 bus stand. One can also visit the SBSTC depot at Bardhaman for bookings. The bookings has to be done in advance that is one month prior to the date of journey. Currently, this particular bus service is available only for buses between Kolkata-Digha and Kolkata-Asansol. There are four buses fitted with bio toilets but the numbers are likely to increase. The Digha bound bus would cost you ₹330. The first bus for Digha leaves at 7:35 am from the Esplanade bus depot, the second one leaves at 8:15 am and the third bus leaves at 11:30 am. For a trip to Asansol, it would cost you ₹350 and the bus leaves at 3:40 pm from the depot. For cancellations, one can apply via the online portal or get it done directly from the depot office at Esplanade. The money is refunded after deducting 35% of the amount. The service had already begun from last year and has been running smooth since then. So, next time you travel long distance on state run buses, it may not turn out to be a nose-wrinkling, disgusting experience.



Chhana

Market at Bowbazaar

Umang Sharma



A century ago, the extensive use of *chhana* or cottage cheese in sweet making transformed Bengal's confectionery business. Earlier, the sweetmeat shops made sweets from milk and *khoya* but once its immense potential was discovered skillful craftsmen kneaded *chhana* to produce endless varieties of *sandesh* and *rasogolla* in different size and texture. Given the sweet tooth of Kolkatans, the city needs an immense quantity of *chhana* or cottage cheese daily to indulge in the sinful delicacies. No wonder, the largest market for *chhana* is found in Kolkata, tucked away in the lanes of Bowbazaar.

History

Earlier, milkmen were often left with plenty of unsold milk which used to be converted into butter, cream or other milk products. But many a time the unsold milk would curdle and go waste. Apparently, to reduce this loss and to make the cottage cheese palatable, the residue water or whey was drained off, the *chhana* kneaded into a smooth dough and then sugar or jaggery was added to it to make what was known as '*makha*' or '*makha sandesh*'. It was only in latter part of 19th century that *rasogolla* made its debut in the Calcutta market. According to some, it was the Portuguese who introduced *chhana* to Bengal and sweetmeat maker Nabin Chandra Das experimented by mixing the cottage cheese with *suji* and made sponge *rasogolla*.

Most of the wide variety of Bengali sweets available in the sweetmeat shops are made from *chhana*. While typically Bengali cuisine has *chhanar dalna* in the main course, the ubiquitous paneer is also quite popular in any vegetarian fare. Kolkata is home to the biggest wholesale *chhana* market. Not many people are aware that Bowbazar, noted for its jewellery market or rows of furniture shops also has a flourishing market for cottage cheese which are sold at bargaining price.

According to locals, the market is quite an old one, dating back to Raj era.

market, customers get a lot of leverage. At times, we lure customers by reducing prices marginally. Since it has short shelf life, we cannot stock *chhana* over a long period to jack up prices.”

Process

The quest for *chhana* took us down to an alley near Notun Bazaar, Rabindrakanan where we met the sexagenarian owner of Makhan Lal Das Mistanna Bhandar. The owner, Nimai Das, narrated the history of unripened cheese and explained the process of making *chhana*. “*Chhana*

Tarakeshwar and its surrounding areas. A large number of milk farmers who own the livestock make *chhana* by adding sour substance like lemon to the milk and leaving them overnight. Majority of the transaction takes place during the wee hours of the morning.

At Bowbazar *Chhana* market, the price of *chhana* fluctuates everyday depending on the market trend. Usually, the buyers and sellers haggle a lot before purchasing the product. *Chhana* is sold on basis of weight. Vendors have regular customers.



For majority of the traders they have been in the business for some seven to eight generations. With over fifty small and big traders in Bowbazar, buyers are spoiled for choice.

The market

According to traders, business is not all rosy. Cut throat competition is eating into the profits. A trader from Bowbazar said: “Since it is a wholesale

is made by boiling milk and then curdling it. It is then collected and wrapped in muslin, the water strained out. Then, the *chhana* is beaten thoroughly, until it becomes quite firm. This mixture is kneaded well before use, so that it acquires a very soft and smooth consistency.”

Product

Most of *chhana* is procured from

The shopkeeper ensures his own tidy profit before selling it to a customer. *Chhana* is preserved in a cool temperature and preservatives like a bit of sugar is added to keep it fresh. Traders keep patting to reduce water content. As a trader pointed out, “Preserving *chhana* during summer is a problem because of the intense heat. We have to incur a lot of losses during this season as *chhana* does not

remain fresh beyond 8 to 12 hours. *Chhana* is usually kept in a basket wicker wrapped in a soft white cloth. This allows for the excess water to drain out and keep it fresh.” Sitting in front of mammoth brass plates laden with sweetmeats of every kind, the old sweetmeat maker Makhan Lal said: “*Chhana* is good for health and interestingly a lot of people who are otherwise lactose intolerant can have it too.” He added: “The water is completely drained out. We then knead it and flatten the *chhana* before making *rasogolla* and other sweets.” The sweetmeat maker however refused to divulge how they change the consistency of the *chhana* while making the softer *naram pak* sandesh compared to the more durable and firmer *kada pak* one.

Price

As it is a wholesale market, the customers usually buy *chhana* in bulk at an affordable price. The price usually starts from ₹80 per kilogram and goes up to ₹200. *Chhana* made from goat milk is of low demand and hence not so costly. Shop owners said there is a huge demand of *chhana* made from cow milk followed by that of buffalo milk.



Demand & Supply

Another *chhana* seller from Bowbazaar who also deals in paneer as well, went on to add: “During wedding season and the puja season, there is an upsurge in the demand. We usually raise the price of *chhana* during this period to make a fair bit of profit.” He said “It is far from truth if anyone thinks that sweetmeat shops are our only customers. We supply *chhana* to various households apart from restaurants owners and caterers who buy our produce for various

functions and events throughout the year.”

The old *chhana* market with its wooden pillars and primitive architecture is a picture of modesty belying the scale of business. Since, only a handful of the sweet shops make their own cottage cheese, Bengal confectionery business hinges on this *chhana* market in Bowbazar. This wholesale market offers a good bargain and if you are planning a big party, you know from where the *chhana* for all these sinfully yummy sweets would come from.



Fast Facts

Location:

Bowbazar-College Street Crossing

Market hours:

7 am - 8 pm

Products available:

All varieties of *chhana*, paneer and *khowa kheer*

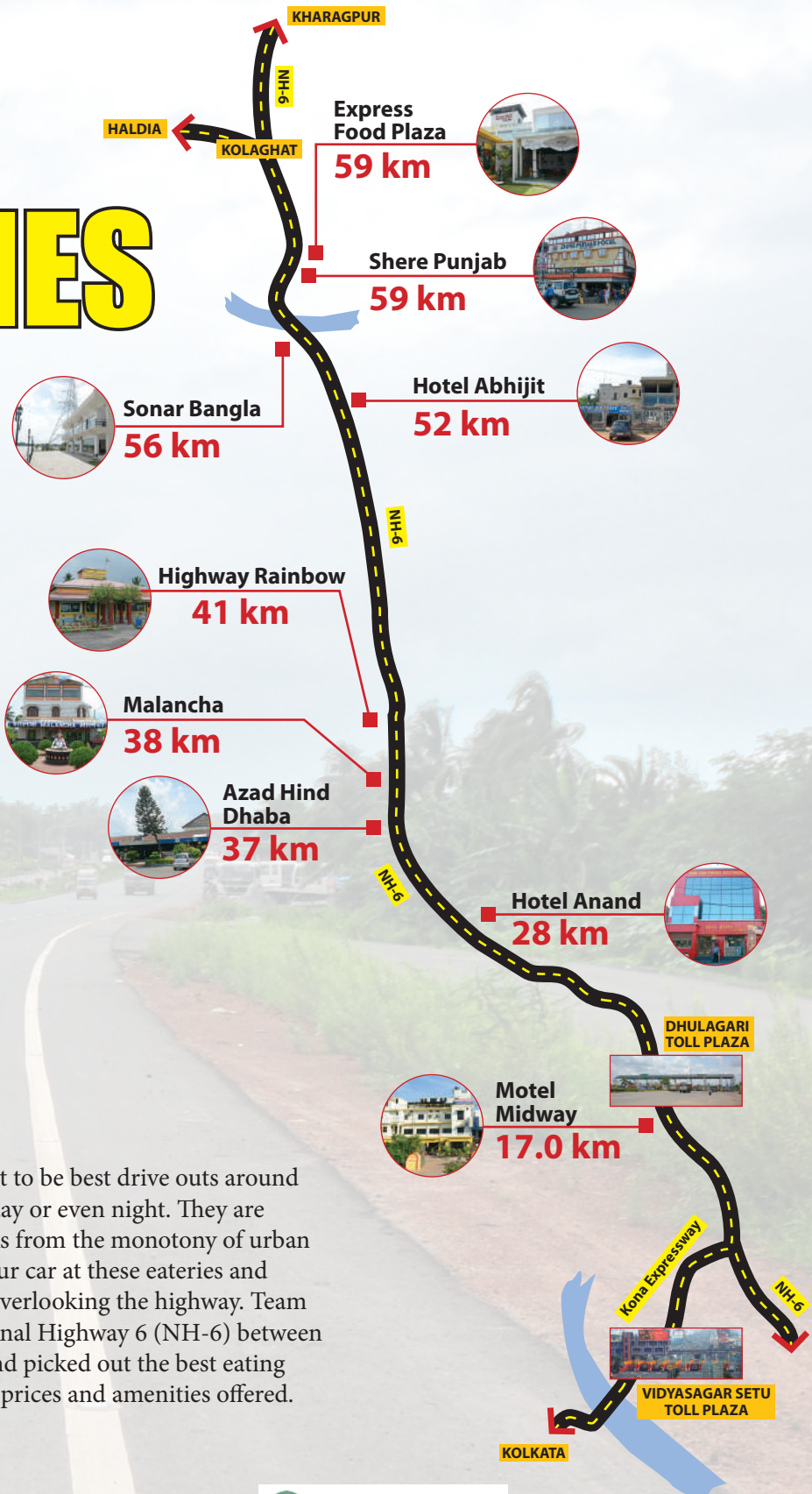
Price Range:

₹80 per kg - ₹200 per kg

BEST EATERIES ON NH-6

Team WHEELS

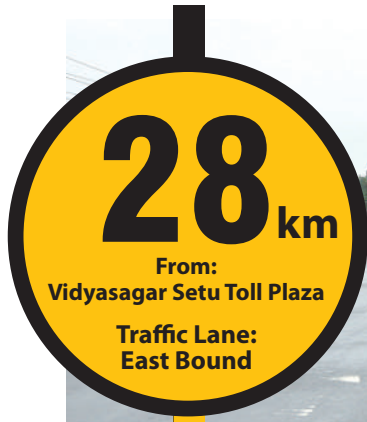
The highway dhabas turn out to be best drive outs around the city at any time of the day or even night. They are ideal for taking short breaks from the monotony of urban life. You can conveniently park your car at these eateries and savour the mouth watering food overlooking the highway. Team WHEELS recently surveyed National Highway 6 (NH-6) between Kona Expressway and Kolaghat and picked out the best eating joints in terms of food, ambience, prices and amenities offered.



MOTEL MIDWAY

Address	NH-6, just before Dhulagari toll tax plaza, Howrah
Contact No.	033-26616621, 9830066560
Best 3 Non-Veg	Chicken Lasuni Kabab – ₹325, Fish Tikka – ₹260 Chicken Reshmi Kabab – ₹195 (<i>Taxes extra</i>)
Best 3 Veg	Paneer Tikka – ₹210, Aloo Tikka – ₹150 Veg Sheekh Kabab – ₹200
Other favourites	Shahi Dal Makhni – ₹170
Parking space	30 cars
Credit/Debit Cards	Accepted
Seating capacity	Ground floor – 50, 1st floor – 50
Timings	8:00 am - 10:30 pm
USP	Farm fresh food
Restaurant Standard	A
Washroom Standard	A
Overall Standard	A
WHEELS Remark	It is the closest dhaba to Kolkata and one of the best eateries on the highways around the city. It has a restaurant, a bar along with rooms for accommodation and a lawn at the back. Motel Midway is ideal for short drives with family and friends



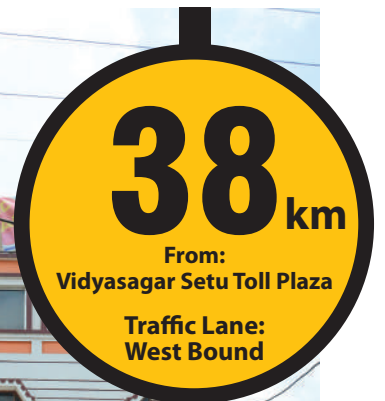
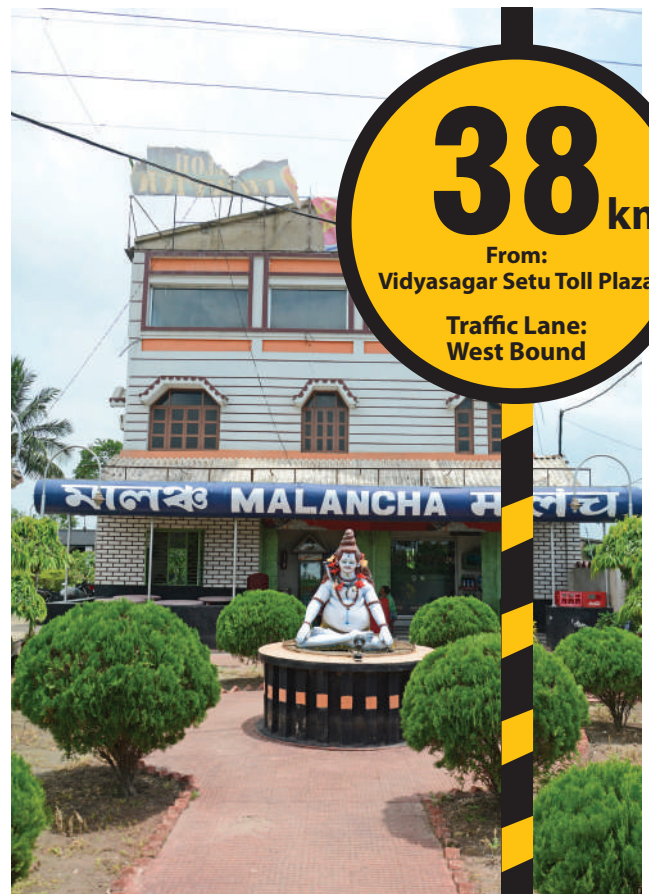


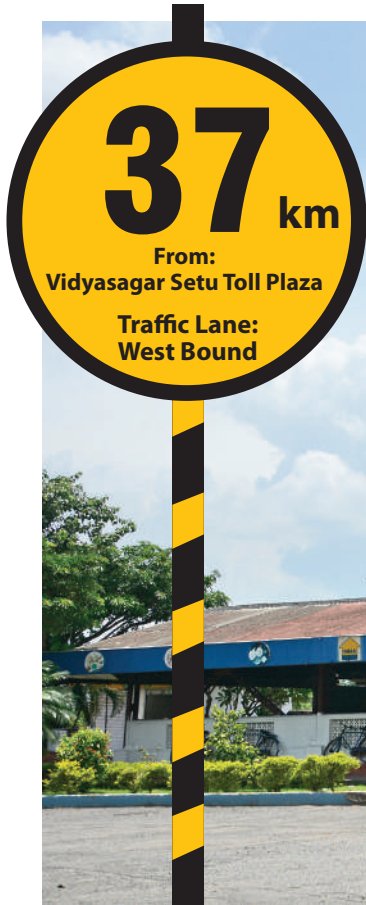
HOTEL ANAND

Address	NH-6, Khalishani, Kalitala, Howrah
Contact No.	8514975469
Best 3 Non-Veg	Anand Special Chicken – ₹200 Chicken Biryani – ₹130 Chicken Tandoori – ₹250 (Taxes extra)
Best 3 Veg	Veg Rice – ₹100 Veg Pulao – ₹130 Paneer Butter Masala – ₹150
Other favourites	Chicken Chatpata – ₹160
Parking space	10 cars on service lane
Credit/Debit Cards	Not Accepted
Seating capacity	10
Timings	11:00 am - 11:00 pm
USP	Fast service
Restaurant Standard	B+
Washroom Standard	B
Overall Standard	B
WHEELS Remark	Although a bar, Hotel Anand serves quality food. However, if you are with family, avoid the evenings

MALANCHHA

Address	Birshibpur, Malancha, Uluberia, Howrah
Contact No.	(033) 26613464
Best 3 Non-Veg	Chicken Handi – ₹150 Chicken Kadai – ₹150 Mutton Masala – ₹170
Best 3 Veg	Paneer Butter Masala – ₹80 Navratna Curry – ₹90 Chilly paneer – ₹90 (No added tax)
Other favourites	Fish Finger – ₹110
Parking space	10 cars
Credit/Debit Cards	Not Accepted
Seating capacity	80
Timings	11:00 am- 11:00 pm
USP	Fast service
Restaurant Standard	B
Washroom Standard	B
Overall Standard	B
WHEELS Remark	This small joint with a huge sign board next to Azad Hind Dhaba, is primarily a bar. Food is good and prices are reasonable





AZAD HIND DHABA



Address	Inside the Bharat Petroleum fuel pump in Uluberia, NH-6, Birshibpur, Howrah
Contact No.	Ph: (033) 26613794, Cell: 8336905890
Best 3 Non-Veg	Chicken Bharta – ₹193, Tandoori Chicken – ₹325 Chicken Butter Masala – ₹187 (Inclusive of Tax)
Best 3 Veg	Plain Tarka – ₹121, Mixed Veg – ₹145 Dal Makhani – ₹163
Other favourites	Aloo Paratha – ₹60
Parking space	100 cars
Credit/Debit Cards	Accepted
Seating capacity	AC-60, Non AC-120
Timings	24×7
USP	Family Zone. No Alcohol
Restaurant Standard	B+
Washroom Standard	B+
Overall Standard	B+
WHEELS Remark	Open round the clock, it is one of the most popular joints on NH-6 serving dhaba food. Its vast open space and fast service are both blessings for the highway motorists

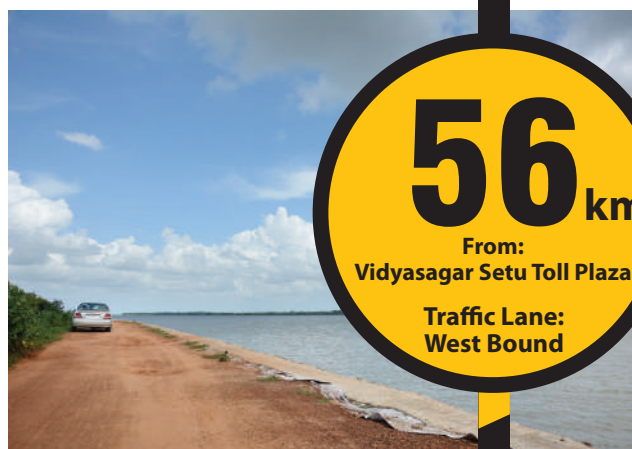
HIGHWAY RAINBOW

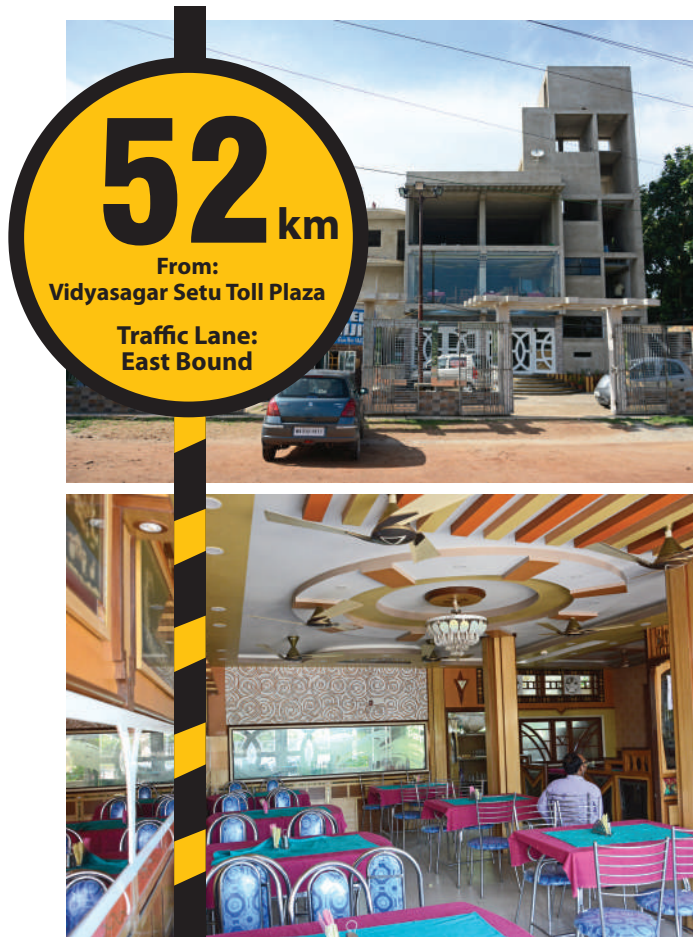
Address	Inside the Reliance Petrol Pump in Uluberia, Howrah
Contact No.	9903016190
Best 3 Non-Veg	Chicken Pakora – ₹170, Fish Finger – ₹175 Chilli Chicken Dry – ₹160 (Taxes extra)
Best 3 Veg	Paneer Pakoda – ₹80, Methi Malai – ₹130 Veg Pakoda – ₹60
Other favourites	Reshmi Kabab – ₹160
Parking space	100 cars
Credit/Debit Cards	Accepted
Seating capacity	AC - 70
Timings	8:00 am- 10:30 pm
USP	Quality food and ambience
Restaurant Standard	A
Washroom Standard	B+
Overall Standard	A
WHEELS Remark	One of the finest eateries on NH-6 with spacious sitting arrangements and parking facilities. Highway Rainbow serves tasty and good quality food with a huge spread. Look out for the ready-to-open Reliance fuel pump and take the extreme left lane for this latest eatery just 4 km beyond Azad Hind Dhaba



HOTEL SONAR BANGLA

Address	Kolaghat, Orphuli, Bagnan, Howrah (take left inside the fork just before the Kolaghat Bridge) 2 km from bridge
Contact No.	9051266660
Best 3 Non-Veg	Dhaba Chicken – ₹250, Rara Chicken – ₹250 Chicken Reshmi Tikka Masala – ₹280
Best 3 Veg	Aloo Posto – ₹140, Paneer Do Piazza – ₹180 Kadai Paneer – ₹180
Other favourites	Mutton Roganjos – ₹300
Parking space	30 cars
Credit/Debit Cards	Accepted
Seating capacity	150
Timings	8:30 am - 10:30 pm
USP	View of Rupnarayan river
Restaurant Standard	A+
Washroom Standard	B+
Overall Standard	A
WHEELS Remark	The location of Sonar Bangla on the banks of River Rupnarayan is a hit. Located 2 km inside NH-6 just before the Kolaghat bridge, it is worth a visit. Always cramped with guests, it serves delicious food though prices are a bit on the higher side



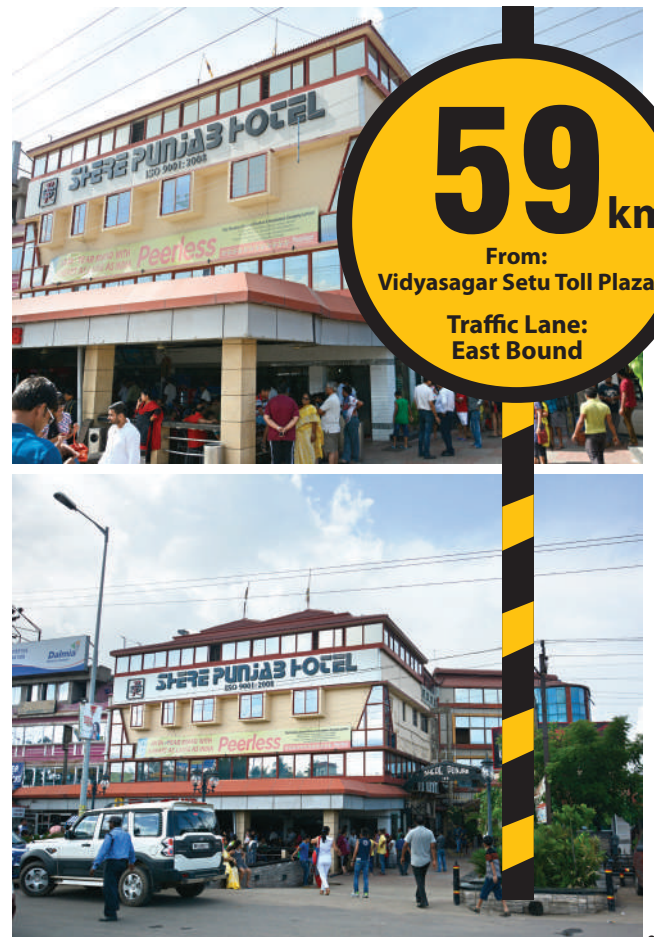


HOTEL ABHIJIT

Address	Asaria Deulti, Bagnan, Howrah
Contact No.	8442868788, 9732885140
Best 3 Non-Veg	Chicken Achari Tikka – ₹190 Fish Reshmi Kabab – ₹190 Chicken Tandoori – ₹110 (Taxes extra)
Best 3 Veg	Paneer Makhani – ₹130 Shahi Paneer – ₹130 Dal Makhani – ₹110
Other favourites	Mutton Handi – ₹280
Parking space	20 cars
Credit/Debit Cards	Accepted
Seating capacity	AC-60, Non AC-40
Timings	6:00 am - 12:00 midnight
USP	Remains vacant during the day
Restaurant Standard	B+
Washroom Standard	B
Overall Standard	B
WHEELS Remark	Primarily a bar, food prices are on the higher side as compared to quality

SHERE PUNJAB HOTEL

Address	Barisha, Kolaghat, Purba Medinipur (near the Kolaghat intersection/flyover)
Contact No.	9153367990
Best 3 Non-Veg	Chicken Handi – ₹240, Chicken Tikka – ₹160 Fish Tikka – ₹325 (Taxes extra)
Best 3 Veg	Paneer Tikka – ₹190, Dal Makhani – ₹90 Mixed Veg – ₹85
Other favourites	Mutton Keema Masala – ₹180
Parking space	40 cars
Credit/Debit Cards	Accepted
Seating capacity	AC-70 / Non AC-40 Lawn- 30
Timings	24 Hrs
USP	Brand image
Restaurant Standard	B+
Washroom Standard	B
Overall Standard	B
Wheels Remark	Shere Punjab is probably the oldest joint on NH-6 and naturally commands a high footfall. The multi-tier sitting arrangements are insufficient to cater to the over flowing customers round the clock, mostly on their way back from Digha. Service has become very poor though food quality is being maintained



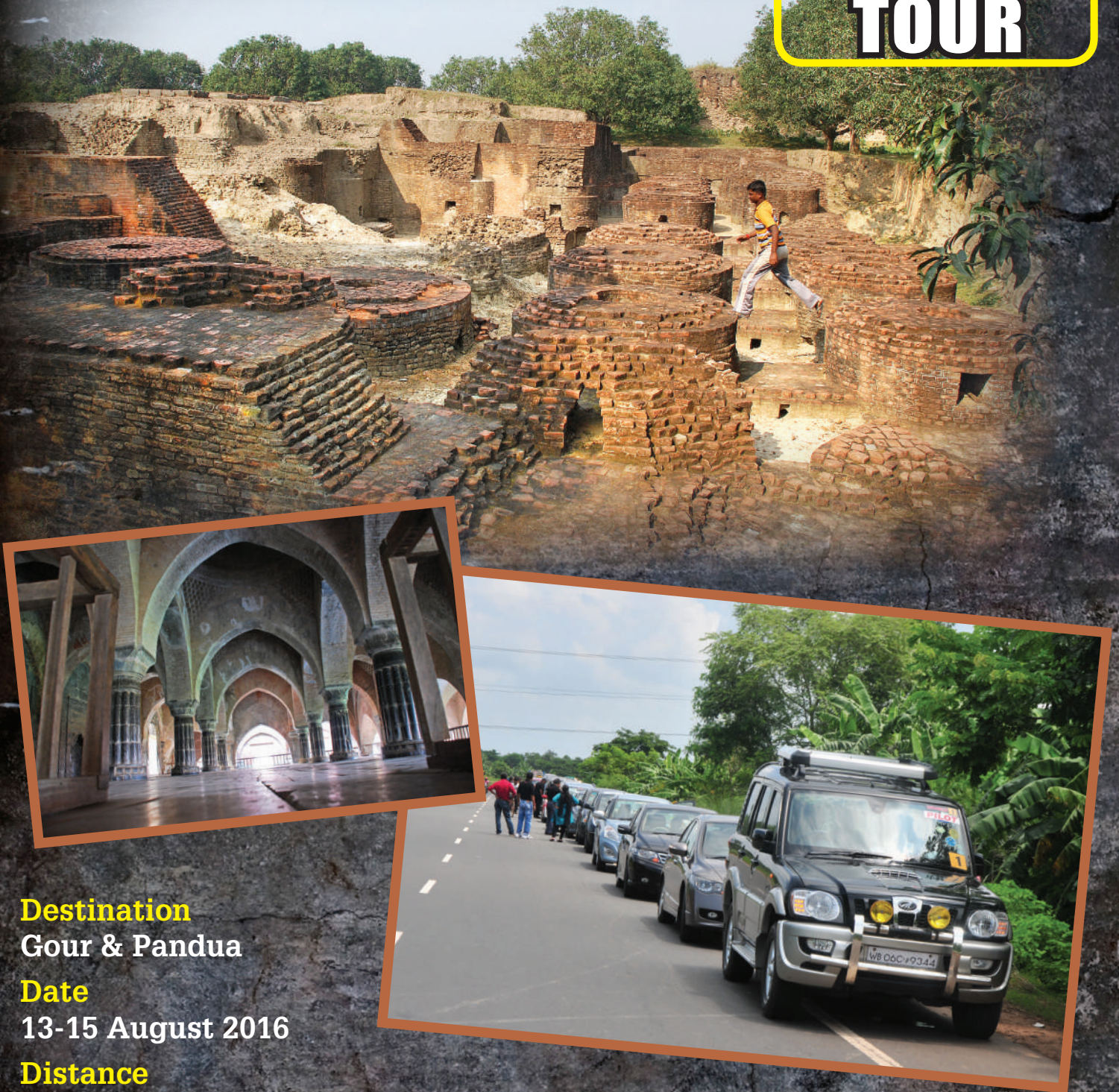


EXPRESS FOOD PLAZA

Address	NH-6, Kolaghat (just before the Kolaghat intersection/flyover)
Contact No.	094338 11994
Best 3 Non-Veg	Chicken Sandwich – ₹90 Chicken Pasta in Red Sauce – ₹190 Shredded Chicken in Lemon Sauce – ₹115
Best 3 Veg	Paneer Tikka Butter Masala – ₹220 Mushroom Masala – ₹150, Stuffed Tomato – ₹130
Other favourites	Tandoori Pomfret Butter Masala – ₹260
Parking space	50 cars
Credit/Debit Cards	Accepted
Seating capacity	250
Timings	24 hrs
USP	Variety of dishes
Restaurant Standard	A
Washroom Standard	A
Overall Standard	A
WHEELS Remark	Express Food Plaza is one of the well decorated, best managed and bigger food joints on NH-6. Despite the vast spread on the menu and catering to 250 heads round the clock, it is surprisingly well managed. However, the food portions should increase



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CAR & bridges

Pradeep Gooptu

From the very beginning, car owners were up against many challenges, including crossing rivers or waterbodies. While carts and horses could cross or be ferried, it was not an easy thing for motor vehicles. Moreover, till the 1930s the British government readily built bridges for train tracks but neglected road traffic. During the severe economic recession of 1929-39 that hit the country, they concentrated on building road bridges.

Pontoon Bridge

The British realised that if one place needed a major bridge, it was their capital city, Calcutta. It had to be linked to the west with the rest of the country. A bridge floating on pontoons (hollow metallic cylinders to support a bridge), the old Howrah Bridge was fabricated in England and constructed here. It survived the cataclysmic cyclone of 1874 and several accidents. It used to be opened up several times a day to let ships pass. Newspaper reports

complained about the noise and dust (“the stench is unbearable and made even more so by the slow passage”, said one) but it still provided a way for carts – and cars (after 1900) – to travel west.

However, by the turn of the century it was clear that the narrow pontoon bridge had to be replaced. But the world war started. Repairs were taken up on the old bridge in 1917 and 1927. From 1922, plans were renewed for building the new bridge under Sir R N Mookerjee. The design team of British firm, Rendel, Palmer & Tritton under their chief draftsman, Mr S Walton won the contract. The global tender for construction was bagged by a German company but it was finally awarded to Braithwaite Burn & Jessop. Work started in 1936 – exactly 80 years ago. It was completed in 1943 using 23,000 tons of high-tensile alloy steel called Tiscrom supplied by Tata Steel.

The new bridge revolutionised driving. The 8-lane bridge (with tram tracks) was free from congestion and

and most importantly, unlike the pontoon bridge, it did not require to shut down during inclement weather. It was high enough to allow ships of that time to pass below during low tide. Its foundation at the Kolkata end was set at 31.41 metres and at Howrah side, at 26.53 metres below ground level, setting new world records. All newspapers carried pictures of the new bridge. It was the 3rd longest cantilever bridge in the world then, and currently, the 6th longest and busiest in the world.

Willingdon Bridge

Meanwhile, work had started for a northern bridge for railway tracks across the river Hooghly. This was finally built as a road and rail bridge and known as Vivekananda Setu. It was originally called Willingdon Bridge but more popularly known as Bally Bridge. Linking Howrah (from Bally) with Dakshineswar, it was completed in December 1932. The 880 metre steel bridge established road and rail link

Pontoon Bridge



Howrah Bridge





Bally Bridge

between north/west India and Calcutta (now Sealdah) station for the first time. Construction work went on from 1926 to 1932. The builder was once again Braithwaite & Company, Calcutta, and the cost, around Rs 1 crore. It allowed direct access to the Grand Trunk Road to motorists bypassing the congestion of Howrah, besides giving direct access to Dakshineswar Temple as well as the jute mills and adjoining hinterland to vehicles from the west.

Coronation Bridge

Going up to Darjeeling was a major headache owing to the Teesta River. To make the route safer and better, the Coronation Bridge, also known as the Sevoke Bridge, was built in Darjeeling district across the Teesta between 1937-41. It was named so, to commemorate the coronation of King George VI. The alternative route it provided, was far less prone to accidents and landslides and greatly aided safe transportation in the Hills. The steel bridge was built by Darjeeling Division Public Works Department under John Chambers. The contractor was Gammon from Bombay. Unlike the other bridges, the two ends were fixed to the rock layers on either side of the river.

Crossing the rivers Damodar & Barakar

Much of the prosperity of Bengal

was on account of the coal, mica and iron ore mines in the Chota Nagpur Plateau along the Damodar River, notorious for its floods and deep crossings. However, the pressure of business and profits led to building of bridges across rivers, first for carts and then for vehicles. Accessed only by the Grand Trunk Road, a major



Coronation Bridge

bridge was built of stone but was washed away in 1913 after torrential rain. There was traffic disruption for some years and vehicles crossed over using a ferry. Then, a second bridge was made of iron and used during the World War II (1939-45) before being destroyed by floods in 1946. A third bridge was built in the 1950s.

Another bridge on the Grand

Trunk Road was over Barakar River, connecting Barakar/Asansol with Chirkunda in Jharkhand. A third bridge on Grand Trunk Road connected Kalipahari in Asansol to Nirsa in Dhanbad district and is now used by most motorists.

The Rupnarayan challenge

The river, Rupnarayan posed a major hurdle in the west and vehicles had to use roll-on-roll-off (RORO) ferries at several points to cross it, or travel way up to the north to bypass it before going west (Mumbai) or south (Madras). Kolaghat Bridge connected Calcutta and adjoining area to south and west India directly.

However, this bridge was built well after Independence in the late

sixties, after the then chief minister Bidhan Chandra Roy had put his foot down. Public Works Department (PWD) started construction in 1962 and completed it in 1967.

Even many years after Independence, motorists travelling by

road to north Bengal had to depend on a ferry to get them across the Bhagirathi/Hooghly. I have done this crossing twice as a child with family elders. This is now a thing of the past with several bridges in place, like the 1km long Ishwar Gupta Setu (built in 1989) at Bansberia on Kalyani Expressway.



Rupnarayan Bridge



Fatima Mirza

Ramzan is the ninth month of the Islamic calendar. The Islamic lunar calendar has 12 months but is 11 days shorter than the solar calendar. As a result, each year, every Muslim festival gets advanced by about 11 days. This is considered a divine month because the Holy Quran was first revealed to Prophet Mohammad in this month. The objective of fasting has been aptly summed up in this Quranic verse: 'Believers, fasting has been prescribed for you, just as it was prescribed for those before you, so that you may guard yourself against evil.' (2:183)

The aim of fasting is to diminish a person's dependence on material things so that he may elevate himself to a higher level of pious living and inculcate humility, truth and honesty. Muslims fast from dawn to dusk and refrain from eating or drinking anything (including water) during this period. Apart from this one has to restrain other faculties otherwise



the fast might be rendered invalid. For example one must restrain oneself from listening, speaking, hearing or thinking negatively about others. By the mere observance of a fast, one becomes conditioned to leading a life of moral restraint.

The spirit behind fasting is to show empathy for those who are less fortunate and understand their problems. It is manifested through the concept of charity. It is said that if one gives away even a small amount in this month, he will get 70 times more blessings in return. Most Muslims give *zakat*, the mandatory 2.5% of their annual savings for charity in this month. All able bodied men, women and children who have reached puberty observe fast. Those who are

sick are exempted from it. This annual observance is regarded as one of the five pillars of Islam.

There are quite a few medical benefits of fasting. The physiological effect of fasting includes lowering of blood sugar, cholesterol and that of the systolic blood pressure, improved brain function and alertness due to higher brain cell production. It detoxifies the body and the energy usually used for digestion is diverted towards metabolism and strengthens the immune system.

The length of fast varies from city to city depending on the latitude and longitude of the place. In Calcutta it extends to more than 15 hours and in some places in Russia nearly 20 hours. Hence, it requires a lot of will power

and conviction.

The traditional pre-dawn meal called *sehri* is the most vital meal as it gives strength and vitality for the rest of the day. Observers get up in the dark to consume some food before starting their fast. For this meal, it is advisable to eat food which will release energy throughout the day and provide stamina. One can have high fibre and high protein food like apples (with skin), eggs, milk, cottage cheese, broccoli, spinach and chicken breasts.

The faithful break their fast at sunset which is called *Iftaar*. Neighbours, relatives and friends are invited to share this meal. This joyous get together always strengthens the ties between the community and promotes bonding and brotherhood.

RAMZAN DELICACIES

During the month of Ramzan, it is a well established tradition in every household that women would put their culinary skills in use and prepare different dishes with great enthusiasm. It adds a different but interesting angle to this holy month. Read on to discover the gastronomic experience that this month offers.

Nargisi Kofta

They are in the shape of an eye of *nargis* (narcissus flower). The kebab masala is added to the minced meat and mixed well. Halves of boiled eggs are coated with the mince mix only on one side so that egg white is visible. In Urdu literature, the beauty of a woman is expressed by referring to her eyes. Nargisi kofta sing paeans to beautiful and expressive eyes. It is a simple but exquisite dish and adds an interesting twist to the *dastarkhan*.

Haleem

Ramzan is synonymous with many

dishes and perhaps the most popular one is Haleem. It originated from an Arabic dish called *Harisa* and was perhaps introduced in India via Iran and Afghanistan during the Mughal era by the foreign soldiers. Over the centuries, it underwent several variations to suit the palate.

It is prepared from assorted lentils, soaked and broken wheat, spices and mutton. This dish is slow cooked for several hours, which results in a paste-like consistency, blending the flavours of spices, meat, barley and wheat. It is garnished with coriander leaves, slivers of ginger, green chillies and lemon slices. It is a high-calorie dish providing protein from the meat and fibre and carbohydrates from the various combinations of grains and pulses. Haleem can be served with chopped mint leaves, lemon juice, coriander leaves, fried onions, chopped ginger root or green chillies. It is extremely popular in Indian sub-continent and is usually eaten without any type of bread or rice. The popularity of this dish can be gauged from the fact that during this holy month, Haleem is prepared in five-star hotels, popular restaurants and even small cart vendors. It is liked by the *rozedars* (those who fast) due to its energizing nature and high nutritional value. The popularity of



Haleem



Nargisi Kofta

Haleem has gone global with the opening up of couple of outlets in the United States and UAE and a Hyderabad-based restaurant got Geographical Indication (GI) status for Hyderabad Haleem in 2010.

Shami kebabs

Kebabs have always been an integral part of the daily diet of Indian royalty even as early as 1200 AD. This has been recorded by the famous Moroccan traveller Ibn Battuta. But one of the all time favourite kebabs is Shami kebabs which is prepared extensively during this month. It consists of a small patty of minced or ground meat of mutton with ground chickpeas, egg to hold it together and few spices. It is usually eaten as a snack or an appetizer. Like Haleem, it is an extremely popular snack throughout the Indian sub-continent. Often garnished with lemon juice and served with sliced raw onions, the kebabs may be served with chutney made from mint or coriander.



Shami Kebabs

Shahi Tukra

It is an extremely popular and tasty dessert but sinfully rich. Etymologically, the word 'Shahi Tukra' means pieces of royalty despite being a humble attempt to use leftover bread instead of throwing it away. Pieces of bread are fried till golden in ghee. Then they are soaked in sugar syrup

and thickened milk. The milk is simmered to a thick and creamy consistency and then saffron is added. It is garnished with slivered almonds and pistachios. *Khoa* is added on top. It is eaten as a dessert and usually served at room temperature. But those who mind their calories, should stay away from this delicious sweet dish.



Shahi Tukra

(The author, Fatima Mirza, a descendant of Nawab Wajid Ali Shah, the last ruler of Awadh, has been a repository of the secret recipes of the Nawabi kitchen. She runs Maria Montessori House and experiments with new cuisines)

DUSTER AWD

Team WHEELS

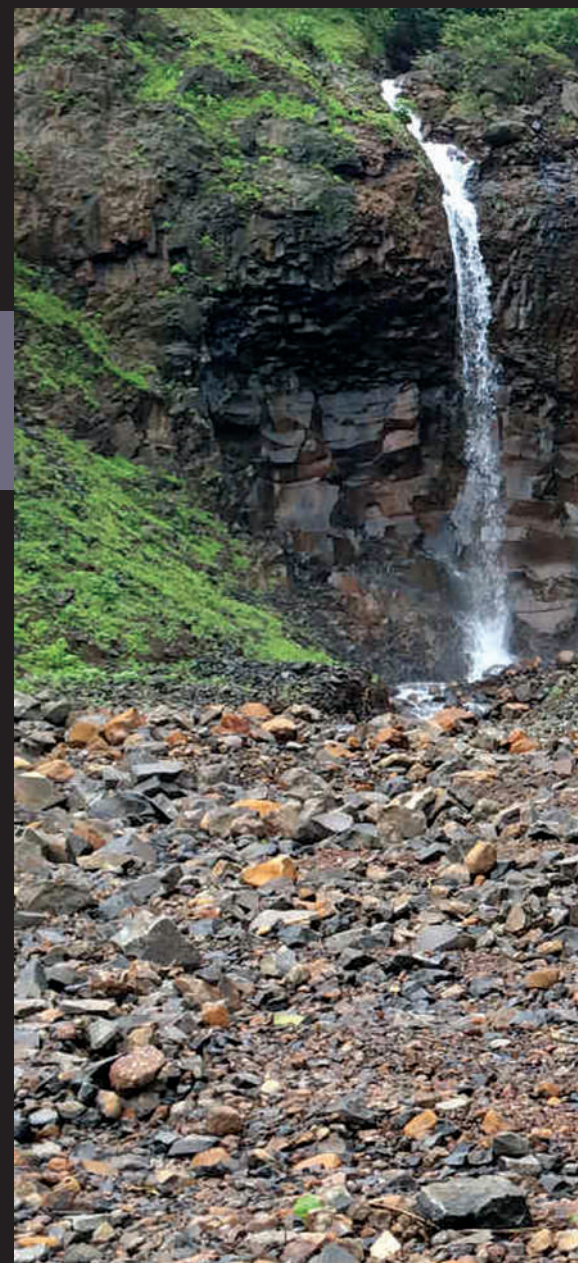
Team WHEELS recently drove the Renault Duster AWD - an 'all-wheel drive' version of the regular Duster that can send power to all the four wheels of the vehicle when the situation demands.

In Duster AWD, instead of the traditional 4x4 mechanism, you get an electronically controlled AWD system with the turn of a knob on-the-fly. You get an option of driving with a 2WD (2-wheel drive) mode for your regular urban commute where it works like an ordinary front-wheel drive vehicle and also an AWD mode for 4-wheel drive for better traction on difficult situations. This mode can be accessed till the speed of 60 kmph, after which it automatically switches to 'Auto' mode. Renault has introduced this AWD system in the 'Auto' mode which would be useful when venturing out in the wild. The electronic system of the vehicle activates the 4-wheel drive on its own if the terrain requires so.

Our team tried a Renault Duster AWD for an off-road exercise which tackled almost all tasks with ease. It worked surprisingly well, sending power to the rear wheels whenever it sensed a loss of traction at the front wheels and managed to control the vehicle with the AWD system. Steep climbs, slush and sand stretches - the Duster AWD was ready to take all challenges.

Talking about driving, the Duster AWD is driven by the much-appreciated 1.5 dCi K9k diesel motor that dispenses 110 PS and 245 Nm of torque along with a 6-speed manual gearbox.

Renault has made a few significant changes to the Duster AWD 110 PS variant. The most remarkable is the refinement of its engine which has become considerably smoother with an instant response. Moreover, you don't really need to downshift every time you want to overtake those annoyingly slow moving vehicles. Plus, there's the lighter clutch



that adds to the improved driving experience.

What's also remarkable about the AWD variant is the ride comfort. It feels amazing to drive over rough road condition as the independent suspension with a high ground clearance of 210 mm does an unbelievable job of smoothing out the potholes to offer greater riding comfort.



The cabin looks much smarter in an AWD. The plastics used are of better quality and the black and grey dual-tone interior looks refreshing. There is a new instrument cluster and a sporty three-spoke steering wheel and dual-tone seats with stylish bold red stitch.

Space has never been an issue for the Duster and the AWD variant offers ample passenger leg and head

room with sufficient boot space.

The Duster AWD claims a 19 km to a litre of diesel with its new Eco mode though we didn't really bother testing the mileage as we were busy pushing the Duster around slush fields, over sand pits and getting to steep inclines without any trouble.

Overall, the Duster AWD makes a smart choice both for your urban and off-roading flings.

RENAULT DUSTER AWD

No. of Cylinder: 4

Engine Capacity: 1461cc (Turbo - diesel)

Power: 110 PS@4000 rpm

Torque: 245 Nm@1750 rpm

Turning Radius: 5.2mt

Ground clearance: 210 mm

Boot space: 475 litres

Mileage: 19.72 km per litre

Price: ₹13.99 lakh (Ex showroom - Kolkata)

Dealer: Renault Kolkata Central, 225C, AJC Bose Rd, Kolkata 700 020. Tel: +91 33 40804080



Monsoon is the trickiest season for a car owner. The following tips will help you toward safer motoring in the rains.

Preparing your car for the monsoons

- Ensure that your car's wipers and brakes are in good shape. It's better to get a set of new wiper blades at the start of each monsoon season.
- Ensure your foot pedals have some grip left and are not absolutely flat and slippery. It would be a good idea to get new pedal covers and rubber mats, if required.
- Have the windshield washer fluid topped up and clean all glasses thoroughly.
- Keep an umbrella and torch handy inside your car.
- Rains can make interiors damp and smelly. Check your car's air-fresher. Also try and get a few packets of silica gel to keep the fungus out.

Safety rules during monsoon

- The basic rule is to drive slow in the rains. Adopt a defensive driving

stance. Refrain from taking risks while driving in rains and plan for longer travel times to avoid speeding.

- The first spell of shower makes the roads most slippery. Be extremely careful in such condition. Concrete roads make cars more skid prone than the tarmac ones. Bridges and flyovers can be extra slippery, so drive at a low speed while taking turns.
- Since braking is highly ineffective on wet roads, maintain a safe distance with the car ahead – at least 2-car gap per 15 km per hour of speed that's twice than in dry conditions.
- Be considerate towards two-wheelers and pedestrians. Try not to splash water on them. And don't tail bikes at close proximity either. They are prone to slip and fall.
- Avoid puddles or water filled holes. You never know the danger underneath. Look out for open manholes indicated by temporary flags or water whirls around the hole.
- At night, avoid using high beam in the rains as it may dazzle the oncoming traffic.



How to negotiate water logged stretches:

Before the water logged stretch:

- Never try to drive through a flooded area unless you can gauge the depth of water and that you are confident about your car passing it through. If you are not sure, do not get into it - take an alternate route.
- If you have to use the flooded stretch, wait until another vehicle (similar to your vehicle's height) attempts to pass

the water to check its depth.

- Switch off your air-condition before entering the flooded area to provide an extra power to your engine.
- Put your window glasses slightly down while crossing a flooded area so that you can shout for help or even open the door if you get stuck.

Inside the water logged stretch:

- To pass through a flooded area, engage the first gear, tap the clutch keeping the revs high enough to ensure that exhaust gases are pushed out liberally out of the tail pipe. Do not stop revving until you pass out of the water logged stretch.
- Maintain a slow but steady speed. Don't let your car stall since it would be very difficult to start it again.
- Try avoid changing gears while crossing water logged areas. However, should you absolutely require, change it swiftly, revving your engine to keep the exhausts clear.
- If your car gets stalled in the water while crossing a logged stretch, do not attempt to restart. This may lead to water ingress inside the engine and seize or lock the engine. Under such circumstances you may lose your right to claim motor insurance without a special add-on coverage. Check your tail pipe; if it is under water, do not attempt to restart at all. Seek help from the locals to push your car out of the stretch.

After the water logged stretch:

- Immediately after getting out of the



waterlogged area, in order to avoid brake failures and jamming of clutch, drive the vehicle in 1st gear - partially pressing the brake and accelerator together for a few metres. This will scrape the brakes and squeeze out the water from the discs and drums.

- Similarly, press the clutch hard several times to dry out the clutch plates. Roll the vehicle in 1st gears softly pressing the clutch and accelerators together over a short distance.

Windscreen / Window fogging

Window fogging occurs due to a temperature difference between the interior and exterior conditions. For example, if you drive without the air-con and all your windows are shut, the cabin is warmer than the outside, the exteriors of your car will be colder than the interiors, resulting in fogging of the window from inside. On the other hand, if you put your air-conditioning

on full blast mode, the interiors of your car will be colder than the outside. Thus, your glasses will fog up from the outside.

- When the windows start to fog inside, switch the air-conditioner on. It will clear up the screens fast. The situation is a little trickier when the windows fog up from the outside. The ideal solution is to lower your air-condition or roll down the windows a little and let the air flow in to neutralize the temperature difference.
- It's better to maintain the right temperature balance between the inner and exterior sides of glasses at extreme conditions. Keep your air-conditioner at a level which is just about comfortable.
- Most modern cars come with the demister/defogger mode as a standard feature. Use your rear windscreen defogger as required. It heats up the little wires in your rear glass and gets rid of the mist or fog easily.

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Toru Dutt

Toru Dutt was a pioneering Indian poet who wrote both in English and French. But unfortunately, this nineteenth century poet who went beyond her native language and achieved a remarkable feat in her short life, has long been effaced from public memory.

Born on March 4, 1856, to Govind Chunder Dutt and Kshetramoni Dutt of the Dutt of Rambagan, Torulata Dutt was the youngest of the three siblings. Most of her family members were well-educated which was not a common thing in Bengali society in those days. Toru's mother Kshetramoni Dutt translated an English book entitled *Blood of Jesus* into Bengali. Romesh Chunder Dutt was her cousin who became a noted historian, linguist and politician at a later stage.

In 1854, Toru's father converted to Christianity and the three children, Abju, the eldest son, Aru, the elder daughter and Toru were baptized in 1862. Toru was introduced to the world of poetry and literature at an early age. She started composing poems from the folklores she heard from her family nurse. A major setback took place when Abju, her elder brother died in 1865. This was also a turning point in her life. The family migrated to Europe. First they reached France and Toru started learning French in a local school and was introduced to French literature. Later, both sisters enrolled into Cambridge University

and studied there for two consecutive years. It was at Cambridge that Toru mastered the Queen's language and was introduced to the treasures of English literature. The family came back to the British Bengal in 1873.

She began writing after returning to her roots. Her first and only publication in her lifetime was *A Sheaf Gleaned In French Fields*, published in 1876. Toru Dutt died at a young age on August 30, 1877, wilting away gradually due to tuberculosis. She left three unpublished works - *Le Journal de Mademoiselle d'Arvers*, *Bianca* and *Ancient Ballads and Legends of Hindustan*, the last one being an unfinished set of original poems. All these works were published posthumously. She got numerous accolades even from the foreign scholars such as Andre Theuriet, Edmund Gosse and Edward John Thompson.

The family grave of the Dutt of Rambagan is at Maniktala Christian Cemetery. The cemetery is located behind the Leprosy Mission Hospital near Maniktala Crossing. On the north-eastern corner of the cemetery, in a small enclosure where Toru Dutt lies buried with her parents and siblings. It was restored in 2007 and is being maintained regularly since then.



— Soham Chandra

Heritage Enthusiast and History Blogger

Treasure Hunt Question -

Do you know the name of the church where Toru Dutt and her siblings were baptized?



Answer of last Treasure Hunt (May 2016):

After his acquittal, Rishi Aurobindo was in Calcutta for another nine months before moving to Chandannagar in February, 1910. From May, 1909 till February, 1910, he lived in the house of Krishna Kumar Mitra at 6, College Square (now 6, Bankim Chatterjee Street.) Mitra, a freedom fighter and editor of *Sanjeevani* was married to Lilavati, the maternal aunt of Aurobindo.

Winner: Paritosh Sen



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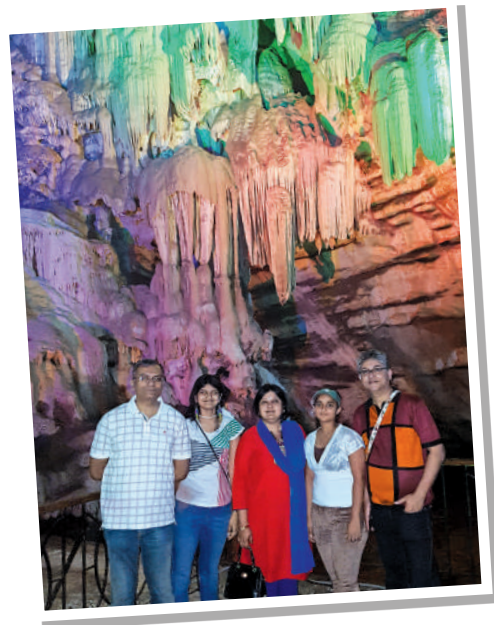
Special Offers

During summer break we decided to drive to Vizag and Araku. On April 6, around noon we had hit the highway but failed to pick up speed because I soon discovered that at mid-day, pedestrians, two wheelers, three-wheelers and larger vehicles - all crowd the highway. A cyclist, seemingly on a suicide mission, clambered up right in the middle of the lane so that I could not possibly miss him. With a tanker on my right and no space to swerve, all I could do was to blow the horn and get ready to test the ABS. However, finally his survival instinct took over and he moved to the left and avoided an imminent entry to hell and spared my wife from suffering a cardiac arrest. Henceforth, my wife decided that as the navigator she would only advise me to drive slowly for the entire trip.

The drive along NH-60 was quite smooth and uneventful. After a short

break at Balasore, we took off again. There were a number of diversions with speed-breakers between Bhadrak and Cuttack where the NHAI is working on building underpasses, slowing us down. We crossed Cuttack and then Bhubaneswar around half-past five in the evening. We took a tea break, some distance beyond Bhubaneswar. It was dusk by then and the hills in the distance became dark silhouettes. Enroute to Rambha, we witnessed a major mishap that had taken place earlier. An LPG tanker had collided with a truck, overturned and caught fire. After a delay of around an hour, we finally checked in at Panthanivas at nine.

Next morning, our drive to Vizag was a pleasant one, over undulating hilly terrain. The noticeable change was the quality of the road surface once we crossed into Andhra Pradesh. The tyre noise subsided and I could sustain higher speeds over longer distances.



The curving roads over the rolling terrain were a pleasure to drive on. Vizag is a driver's paradise. A clean, congestion-free city with excellent roads where people obey traffic rules, it was a joy to drive up and down the Beach Road. The next day was Ugadi, a

VISITING

Visakhapatnam



state holiday and people had come out to celebrate. In the evening, the entire stretch along RK Beach was choc-a-block with people, bikes and cars. Yet, at night when we had gone out for a stroll after the crowd had thinned, it was spotlessly clean all around.

Usually Rushikonda Beach and RK Beach are on the must-see list of all tourists. Yarada Beach is comparatively lesser known but way better than both. It lies to the south, beyond the port area and the Dolphin's Nose. Clean yellow sands, a less rocky waterline and fewer tourists have managed to keep its beauty pristine. The view from the top of the lighthouse made me feel as if I was the monarch of all I surveyed.

Next day, we were off to Araku, around 120 km away. Driving on Araku Road was quite different from normal roads anywhere. The middle two lanes are demarcated as the BRTS expressway, meant only for buses. All other vehicles take the outer lanes

which were heavily congested till Pendurthi, just around 10 km from NH-16 junction. The natural caverns at Borra Caves are a wonder, with stalactites, stalagmites, dripping water and fascinating rock formations. The local guide kept regaling us with mythological stories that are a part of the cave folklore. The drive to Araku is a pleasure with winding roads, green hills and quite a few hairpin bends.

On the morning of April 11, we started from Vizag for Kolkata. The miles slipped by and after a couple of short breaks—to fuel our cars and ourselves—we reached Odisha border. We stopped behind a truck and then a couple of trucks lined up behind us. The trick is to slip through the correct gap in the median divider, drive into the oncoming traffic till the checkpoint and then slip back to the proper lane. We crawled along for half an hour till we came across the next gap in the median divider. We crossed Rambha,



Bhubaneswar, Cuttack before we decided to take a break near Bhadrak around half-past four. We crossed Jaleswar and approached Sonakunia checkpoint around 7pm and we joined the queue that was barely inching along till we noticed a service lane merging a little ahead. It allowed us to drive against the normal traffic and cross into West Bengal. By the time we reached home, the hands on the clock pointed to 11 and the odometer read 875 km.

- Life WHEELER Sutanu Ghosh

WHEELERS FORUM

KOLKATA WHEELS EVENT CALENDAR

Date	Programme	Participants
17 July	WHEEL DRILL	Life /Annual Members
13 to 15 August	Drive Tour to Gour & Pandua (Malda)	Life /Annual Members
21 August	Corporate Car Treasure Hunt	Open to all

Birthday Greetings

18 July	:	SUNIRMAL CHAKRAVARTHI
18 July	:	MAHUA BISWAS
26 July	:	RAJA DEY
26 July	:	KAUNISH CHAKRABORTI
28 July	:	DASHMESHBIR SINGH SODHI
1 August	:	GOPA SARKAR
2 August	:	RAJ KUMAR CHHAJER
2 August	:	BHASKAR DUTTA
8 August	:	SOURMEN KAR
8 August	:	DEBASIS BHATTACHARYYA
9 August	:	SOURMYA ROY
9 August	:	PAUL AUSTIN D'CRUZE / AMIT
10 August	:	REZAUL KABIR MONDAL
10 August	:	CHANDAN ROY
12 August	:	RAJESH PATHAK
12 August	:	SANJIB KUMAR PAIK
15 August	:	ARINDAM MUKHERJEE



Wedding Anniversary Greetings

24 July	:	SUTANU GHOSH
26 July	:	DEBANJAN DUTTA
4 August	:	KAMALENDRA NARAYAN DEB
4 August	:	S. SARBADHIKARY
5 August	:	PEEYUSH BHADURI
9 August	:	SANJAY DASGUPTA
13 August	:	DEBAPRIYA BRAHMA
14 August	:	JAYANT BASU
15 August	:	SUDIP AUDDY
15 August	:	DR. MAHUA BASU



Announcement



A second committee named 'Kolkata Wheelers Road Safety Forum' was formed by 'Kolkata on WHEELS' to enact upon the issues of road safety in Kolkata. The committee had its first meeting on July 3, 2016, at NIMS office in Salt Lake. The members present elected the following: Chairman - Aditya Narayan Chakraborty, Secretary - Debasish Bose, Team WHEELS Coordinator - Partha Laha, Members - Sutanu Ghosh, Alok Nag and Team WHEELS members.

SOLAR CAR

The key to our future

Team WHEELS



Green energy engineering has turned out to be a keyword ever since the world woke up to global warming and climate change. There has been some drastic moves like the odd-even rule of the Delhi government or similar measures taken by various countries to deal with looming challenge of reducing emission levels. However, cutting down on vehicles may not be a sustainable solution and hence green energy engineering may be the panacea to all our ills and it is our would-be-engineers who are taking up the task of making solar cars and this is perhaps where our future lies.

A handful of final year students of automobile engineering department of Elite Polytechnic Institute at Moghra, Hooghly, has come up with an extraordinary innovation to cope up with vehicular emissions contributing to air pollution and depletion of non-renewable sources of energy. They have successfully designed a 'solar car' which does not emit any pollutants since it is not driven by an engine but a motor. And the good news is that, they have avoided the use of electricity from conventional source and instead used solar panel to charge the batteries. Since the car is powered by non-conventional energy, it does not lead to any kind of air pollution. The project was conceived and built by students

like Sudip Banerjee, Subhankar Brahma, Suvojoyoti Paul, Yeshwant Singh, Mukesh Kumar Shaw, Nilanjan Jana and Shantanu Kundu. They all contributed in designing and building the solar car from the scratch.

The vehicle is a rear-wheel-driven one and its motor to drive the vehicle is powered by batteries which in turn are charged by the solar panels. The car has a McPherson Strut type suspension system in front along with a sitting capacity of five people. A controller is used to control the speed of the vehicle with the help of the motor attached with steering wheel and brakes.

The solar car comes with many

Components of the vehicle:

- *Frame*
- *Body*
- *Wheels*
- *DC Motor and controller of motor for varying speed*
- *Lead Acid Battery*
- *Solar panel*
- *Steering linkage*
- *Brake linkage*
- *Suspension System*
- *Rear Axle Shaft*
- *Chain Sprocket for Power Transmission to the Rear Axle*



advantages, the first of which is definitely on the pollution front by cutting down on emissions. The use of this car would prevent global warming as it does not emit any carbon-dioxide, which is one of the main elements that threatens the ozone layer. The car does not need any conventional power source as it completely runs on solar energy and last but not the least, since in not using conventional source of energy, it has reduced the running cost to almost zero.

Though the car looks similar to a 'Toto', it is fully operated by solar energy. It can be put to various uses despite its size and structure. The vehicle is perfectly suited for travelling short distances. It can be used for commercial purpose such as transporting passengers over a short distance. It can be used within factory premises and for carrying moderate loads over short distances. Despite its modest look and performance it may hold the key to our future.

Specifications:

- Roof Dimension-6'10"x3'3"
- Vehicle height- 4'2"
- Wheel Base- 6'3"
- Width-3'8" (Front) 3'10" (Rear)
- Ground Clearance-1'3"
- Steering System- Rack and pinion type
- Number of solar panel- 4
- Suspension System- MacPherson strut type
- Motor specification- 750 watt DC Motor
- Battery- 12V lead acid battery (total 4 nos.), capacity-100Amp-hr/each



Welding the frame



Body



Wheels



DC Motor and Controller



Lead Acid Battery



Solar panel



Brake linkage



Steering linkage



Rear Axle Shaft and Chain Sprocket



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The Managing Committee of Automobile Association of Eastern India (AAEI) organised a Blood Donation Camp for thalassemia patients on May 29, 2016, from 10 am to 5 pm in the premises of AAEI. About 100 thalassemia patients along with their guardians were present at the camp. Three buses had been arranged by the association to pick up the afflicted patients and their guardians from their residences.

A tableau was set up as a part of the awareness campaign among members and public in general. It started its journey from the entrance gate of AAEI at 10 am on May 25 and moved through different parts of the city like Sarat Bose Road, Rashbehari Avenue, Maniktala, Golpark, Hudco intersection (near Salt Lake) and continued its drive till May 29.

Swami Suparnananda Maharaj and Mr Sirshendu Mukhopadhyay, eminent author inaugurated the programme by lighting the lamp at the top floor of the club. Many eminent personalities including Hon'ble Mr Justice Dipankar Datta, noted cine artists Soumitra Chatterjee, Prasenjit Chatterjee, Rituparna Sengupta, Pallabi Chatterjee, Mr Subrata Bhattacharjee, Kaushik

Sen along with Ms Mala Roy, Mr. Debashish Kumar were also present.

The mementos were handed over to the dignitaries by the thalassemia patients. About 100 medical kits along with various gifts were distributed among the patients by the dignitaries, President of AAEI, Dr Dulal Bose, Hon'ble Secretary General, Mr Suman Chattopadhyay and other Managing Committee Members, who were also present on the occasion. A magic show was organised for the patients at the top floor of AAEI office.

About 150 people donated blood. The donors were first medically examined to ascertain their fitness by doctors from SSKM Hospital and Peerless Hospital before they were allowed to donate blood. Mementos and gift packets were handed over to the blood donors by the AAEI management.

A sumptuous lunch was also arranged for the thalassemia patients and their guardians. After lunch they were dropped at their respective destinations. This entire programme was organised by Mr Prabir Roy, member of the Managing Committee under the guidance of Hon'ble Secretary General.



Federation of India
Automobile Associations
(FIAA)

NEW CAR PRICES IN KOLKATA (EX-SHOWROOM)

Hatchback

Company	Model	CC	Mileage	Price (Rs./Lac)
Chevrolet	Beat	1199	25.44	4.32
Chevrolet	Spark	995	16.2	3.63
Chevrolet	Sail	1248	22.1	4.79
Datsun	Go	1198	20.63	3.25 - 4.13
Datsun	Go+	1198	20.6	3.82
Datsun	Redi Go	799	27.15	2.45 - 3.43
Ford	Figo	1196	15.22	4.6 - 7.8
Fiat	Punto	1200	15.8	4.73 - 5.75
Fiat	Abarth	1400	14	9.95 - 10.0
Honda	Jazz	1500	23	5.75 - 9.20
Honda	Brio	1198	19.4	4.44 - 7.0
Hyundai	EON	814	21.10	3.33 - 4.54
Hyundai	Elite i20	1197	18.60	5.70 - 9.04
Hyundai	Grand i10	1197	24.01	5.0 - 7.22
Hyundai	i10	1086	19.81	4.44 - 5.32
Mahindra	KUV 100	1198	25.3	4.72 - 7.30
Mahindra	e2o	-	-	4.99
Mahindra	Verito Diesel	1461	21.0	7.0 - 8.3
Maruti Suzuki	Alto 800	796	22.74	3.55 - 3.92
Maruti Suzuki	Alto K10	998	20.92	3.50 - 4.38
Maruti Suzuki	Baleno	1167	18	5.40 - 8.66
Maruti Suzuki	Celerio	998	23.1	5.33 - 5.46
Maruti Suzuki	Ritz	1197	18.5	5.77 - 6.41
Maruti Suzuki	Stingray	998	20.5	4.51 - 5.63
Maruti Suzuki	Swift	1197	18.6	6.24 - 6.59
Maruti Suzuki	Wagon R	998	20.51	4.88 - 5.41
Mercedes Benz	A Class	1595	13.8	26.2 - 27.4
Mercedes Benz	B Class	1595	13.8	30.2 - 31.3
Mini Cooper	5 door	1496	21.15	31.9
Mini Cooper	Countryman D	1998	16.6	36.5
Nissan	Micra	1198	19.49	5.99
Nissan	Micra Active	1198	19.49	4.51
Renault	KWID	799	25.2	2.79 - 3.84
Renault	Pulse	1198	18.6	6.40 - 7.13
Tata Motors	Bolt	1193	17.5	4.58 - 7.23
Tata Motors	Indica eV2	1396	25	5.14 - 5.63
Tata Motors	Nano	624	25	2.06 - 2.65
Tata Motors	Tiago	1199	23.84	3.37 - 4.97
Tata Motors	Zest	1193	17.6	5.33 - 8.86
Toyota	Eti0s Liva	1197	23.5	5.19 - 7.58
Toyota	Eti0s Cross	1496	16.78	6.55 - 8.18
Volkswagen	Polo	1198	11.47	5.5 - 9.3

Sedan

Audi	A3	1968	20.38	32.34
Audi	A4	1798	15.64	37.75
Audi	A6	1984	13.53	56.11
Audi	A7	2967	14.0	65.0
Audi	A8	2967	16.77	17.65 - 28.92
BMW	3 Series	1997	14.79	34.30 - 42.75
BMW	5 Series	1995	18.48	48.9 - 59.9
BMW	7 Series	2979	16.46	110 - 160
Chevrolet	Cruze	1998	17.3	13.95 - 17.75

Sedan

Company	Model	CC	Mileage	Price (Rs./Lac)
Chevrolet	Sail	1248	22.1	5.76
Fiat	Linea	1368	20.4	6.46 - 7.22
Ford	Figo Aspire	1500	25.80	5.21
Honda	Amaze	1198	18	5.55 - 8.5
Honda	City	1497	17.4	8.16 - 12.62
Hyundai	Elantra	1797	16.0	15.47 - 19.53
Hyundai	Fluidic Verna	1396	17.1	8.07 - 13.43
Hyundai	Xcent	1120	19.7	5.56 - 8.37
Jaguar	XF	1999	10.8	47.7 - 74.2
Jaguar	XJ	1999	9.4	100 - 110
Maruti Suzuki	Ciaz	1373	20.73	7.99 - 10.47
Maruti Suzuki	Swift Dzire	1197	19.1	5.46 - 7.30
Mercedes Benz	C Class	1796	14.6	41.0 - 115.0
Mercedes Benz	CLA Class	1991	11.74	31.50 - 70.90
Mercedes Benz	E Class	1991	18.6	53.13 - 52.08
Mercedes Benz	S Class	2987	13.5	112.0 - 114.0
Nissan	Sunny	1498	16.95	8.13 - 10.64
Porsche	Panamera	3605	11.0	132 - 154
Renault	Fluence	1461	20.4	15.07 - 16.68
Renault	Scala	1461	21.6	8.21 - 9.29
Skoda	Rapid	1598	10.0	8.15 - 12.53
Skoda	Octavia	1968	20	17.03 - 23.02
Skoda	Superb	1798	13.0	25.82 - 31.70
Tata Motors	Indigo eCS	1396	25	5.90 - 6.66
Toyota	Camry	2494	13.0	30.52 - 32.16
Toyota	Corolla Altis	1798	14.53	14.22 - 18.89
Toyota	Eti0s	1496	16.78	6.61 - 7.95
Toyota	Prius	1798	23.91	39.41 - 41.14
Volkswagen	Jetta	1390	14.69	15.1 - 21.4
Volkswagen	Vento	1598	15.4	8.07 - 12.9
Volvo	S60	1984	21	37.2 - 42.0

MUV, SUV & Van

Audi	Q3	1984	11.72	30.6 - 41.8
Audi	Q5	1984	11.81	50.9 - 64.7
Audi	Q7	2767	12.7	74.1 - 79.7
BMW	X3	1995	18.56	46.9 - 59.9
BMW	X5	2993	15.33	65.9 - 75.9
Chevrolet	Enjoy	1248	18.2	6.51
Chevrolet	Tavera	2499	13.58	7.95
Force Motors	Force One	2149	10.1	10.4 - 14.7
Force Motors	Gurkha	2596	17.0	7.09 - 10.63
Ford	EcoSport	1499	18.88	6.89 - 10.0
Ford	Endeavour	2953	12.67	24.93
Fiat	Avventura	1248	14.4	6.80
Honda	BR-V	1498	21.9	9.1 - 13.4
Honda	CR-V	1997	13.7	22.76 - 27.99
Honda	Mobilio	1497	17.3	7.41 - 12.92
Hyundai	Santa Fe	2199	14.0	29.07 - 32.58
Hyundai	Creta	1600	21.33	9.43 - 14.82
Land Rover	Freelander 2	2179	12.4	34.95 - 42.34
Land Rover	Range Rover Vogue	2993	7.0	178.0 - 271.0
Land Rover	Range Rover Sport	2993	8.0	113.0 - 148.0

MUV, SUV & Van

Company	Model	CC	Mileage	Price (Rs./Lac)
Land Rover	Range Rover Evoque	2179	9.0	50.91 - 67.77
Mahindra	Bolero	2523	16.0	8.19 - 8.30
Mahindra	Nuvosport	1500	17.45	7.73 - 10.21
Mahindra	Quanto	1493	17.21	7.23 - 8.83
Mahindra	Scorpio	2179	12.0	8.81 - 15.33
Mahindra	S Sangyong Rexton	2696	12.4	23.09 - 24.45
Mahindra	Thar	2498	16.5	5.68 - 8.74
Mahindra	XUV 500	2179	15.1	12.44 - 18.44
Mahindra	Xylo	2179	14.95	8.6 - 11.47
Mahindra	TUV 300	1500	19	7.65 - 9.97
Maruti Suzuki	Eeco	1196	14.1	3.53 - 4.22
Maruti Suzuki	Vitara Brezza	1248	24.3	7.32 - 10.05
Maruti Suzuki	Ertiga	1373	16.2	6.75 - 9.34
Maruti Suzuki	Gypsy King	1298	12	6.06 - 6.78
Maruti Suzuki	Omni	796	16.8	2.62 - 3.20
Maruti Suzuki	S-Cross	1598	22.7	8.51 - 12.62
Mercedes Benz	GLA Class	1991	10.0	30.0 - 37.9
Mitsubishi	Pajero Sport	2477	13.5	26.5 - 27.5
Nissan	Evalia	1461	19.3	9.39 - 12.56
Nissan	Terrano	1598	13.5	10.26 - 12.50
Porsche	Cayenne	2967	6.6	100.0 - 250.0
Porsche	Macan	3604	6.6	
Renault	Duster	1461	20.45	8.77 - 13.87
Renault	Koleos	1995	17.5	23.99 - 28.34
Renault	Lodgy	1461	19.98	8.76 - 12.89
Skoda	Yeti	1968	17.72	25.82 - 28.49
Tata Motors	Aria	2177	15.0	16.62
Tata Motors	Sumo Gold	2956	14.3	7.08 - 8.71
Tata Motors	Safari Dicor	2179	13.39	9.52 - 12.25
Tata Motors	Safari Storme	2179	14.1	10.36 - 12.25
Tata Motors	Xenon XT	2179	13.49	10.42 - 11.5
Toyota	Fortuner	2982	12.5	27.84 - 28.84
Toyota	Innova	2494	11.17	11.71 - 17.11
Toyota	Land Cruiser Prado	2982	6.6	94.83
Toyota	Land Cruiser 200	4461	9.0	137.5
Volvo	V40	1948	16.81	25.5 - 29.5
Volvo	XC60	1984	20.0	45.5 - 53.7
Volvo	XC90	2400	11.1	66.9 - 80.3

Coupe / Convertible

Audi	A3 Cabriolet	1798	13	47.4
Audi	R8	3993	9.8	204.0
Audi	TT	1984	9.9	63.4
BMW	6 Series	2993	6.9	101 - 120
BMW	M Series	3999	8.1	102 - 170
BMW	Z4	2979	10.37	74.9 - 75.9
Jaguar	F-Type	2995	9.87	129.0 - 194
Mercedes Benz	SLK 55 AMG	1796	12	77.1 - 130.0
Mercedes Benz	SLK 350	3498	7.1	77.05
Mini Cooper	Convertible	1598	15.6	34.9
Porsche	911	3436	9.0	140.0 - 280.1
Porsche	Boxter	2706	8.4	100.0 - 102.0
Porsche	Cayman	2706	8.4	110.0 - 130.0

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KOLKATA CANVAS



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