

# KOLKATA ON **WHEELS**

AUTOVENTURING GUIDE AROUND THE CITY

## **JOYPUR FOREST** **Into The Wild**



POTPOURRI  
Iconic Test Cricket Moments At Eden Gardens

CAR REVIEW  
MG Windsor PRO



Rokhe Saaf Dil Se

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In Association With  
Automobile Association  
of Eastern India

Volume: 17 • Issue: 09 • Edition: Print  
Published on: June 2025



Page: Kolkata On Wheels  
Group: Kolkata Wheelers



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KOLKATA ON  
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# EDITORIAL

**A**fter the success of the MG Windsor EV, JSW MG Motor India packed another punch by announcing the launch of Windsor PRO – the long-range stablemate of the Windsor EV. So, the million-dollar question is, what is new in the MG Windsor PRO? Recently, we were invited to participate in the national media drive where we got an opportunity to get up close, and personal with the MG Windsor PRO. More on that in this edition's 'Car Review' column.

Eden Gardens, established in 1864 in the heart of Kolkata, stands as more than just a cricket stadium—it is a living testament to India's cricketing heritage. With a capacity exceeding 66,000, it ranks among the world's largest cricket venues, its stands often brimming with a passionate crowd dubbed the "12th man." Since hosting its inaugural Test match in 1934, this hallowed ground has witnessed Indian cricket's evolution—from its colonial roots to its rise as a global powerhouse. More on that in this edition's 'Potpourri' column.

A weekend trip to the lush forest of Joypur, in Bankura, can be adventurous, fulfilling and refreshing. As the much-awaited monsoon season beckons, join Team WHEELS as we head out for a four-hour drive north-west from Kolkata to experience the call of the wild and timeless beauty amidst the dense canopies of Joypur Forest for a refreshing break over the weekend.

Happy reading!



Joydip Sur  
 Editor

KOLKATA ON  
**WHEELS**  
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# MG Windsor PRO Review

 Joydip Sur



**S** AIC Motor, a global Fortune 500 company with a presence in over 100 countries and JSW Group, a revered Indian corporate with varied business interests entered into a joint venture – JSW MG Motor India Pvt. Ltd. in 2023.

At the time of formation of the joint venture, JSW MG Motor India announced that their goal will be to build a smart and sustainable automotive ecosystem while continuing to stay focused on developing a diverse portfolio of vehicles to give car buyers better access to advanced technologies and futuristic products with attractive value propositions.

In September 2024, JSW MG Motor India launched their first car since the formation of the JV – the MG Windsor EV. Launched at the price of a manual compact SUV, the Windsor, combining the comfort of a sedan and the expanse of an SUV, was offered with innovative aerodynamic design, spacious and premium interiors, smart connectivity, driving comfort, and many hi-tech features.

Built on a 'Pure EV Platform' with Battery as a Service (BaaS) – a unique ownership program introduced by a carmaker for the very first time in India, the MG Windsor EV immediately caught the imagination of the

urban car buyer and became an overnight success. City roads, especially in the Indian metros are virtually filled with Windsor EVs wherever you look.

Fast forward to May 2025, JSW MG Motor India packed another punch by announcing the launch of Windsor PRO – the long-range stablemate of the Windsor EV. So, the million-dollar question is, what is new in the MG Windsor PRO? Recently, we were invited to participate in the national media drive where we got an opportunity to get up close, and personal with the MG Windsor PRO. Read on to find out what we discovered.

## DESIGN AND ENGINEERING

The MG Windsor is an interesting cross between a sedan and a compact SUV. Similar to its stablemate, the Windsor PRO measures 4,295mm in length, 2,126mm in width, and stands 1,677mm tall. The best-in-segment 2,700mm wheelbase ensures that the MG Windsor PRO offers a great balance between ride & handling and comes with a spacious passenger cabin.

The MG Windsor PRO features an AeroGlide design language, which is futuristic and transcends the concept of traditional segmentation. The nose and bonnet have a distinct two-deck layout. The horizontal daytime running lamps strip forms the base of the bonnet, while the headlights sit below in the bumper. Integrated into the headlight area is a mirror-like panel that reflects images with clarity. MG has added some black trim bits bracketing the headlights, with the one inside connecting the two units and carrying the Morris Garages lettering, above which sits an illuminated MG logo.

MG's AeroGlide design language is more prominently visible when viewed from the side. The MG Windsor PRO features smart flush door handles which look very trendy. The R18 diamond cut alloy wheels further enhance the striking good looks of the MG Windsor. At the top, the roof rails add to the aesthetics.

At the rear, the LED tail lights look sleek, and the lower bumper edge is finished off with a nice diffuser-style contrasting black panel. Topping the rear is a spoiler with an integrated stop light. In terms of design, the MG Windsor PRO remains largely unchanged from the standard Windsor EV barring its new diamond-cut alloy wheels

and ADAS badging on the tailgate.

The MG Windsor PRO is being offered in only two variants: Exclusive PRO and Essence PRO; and three new colour schemes namely Celadon Blue, Aurora Silver and Glaze Red.

## INTERIOR AND COMFORT

Step inside the MG Windsor EV PRO and you will be welcomed into a premium passenger cabin with aero lounge seats that can be reclined up to 135 degrees, coupled with the expansive infinity view glass roof, adding to the business class experience.

The cabin is spacious with adequate head, shoulder and knee room for both front and rear passengers along with easy ingress and egress. The seats are well bolstered & comfortable and wear an opulent look. The front seats are ventilated with the driver's seat coming with a 6-way adjustable option.

Immersive entertainment and smart connectivity features are powered by a massive 15.6-inch Grand View Touch Display in the central console. For music lovers, the MG Windsor PRO also comes equipped with nine speakers (4 speakers, 4 tweeters, 1 subwoofer) that make your listening experience more pleasurable.

The MG Windsor PRO also allows you to choose from an array of 256 ambient lighting options with auto change technology and



make your drives express the way you feel. Other features in the MG Windsor PRO includes Wireless Android Auto & Apple CarPlay, multi-function steering controls, wireless smartphone charger, wooden finish highlights, driver armrest storage, and rear-centre armrest with cup holders – all of which makes the MG Windsor PRO an attractive proposition.

Over the standard MG Windsor EV, the Windsor PRO also gets additional features such as a powered tailgate and capabilities including vehicle-to-load (V2L enables you to use your vehicle to power appliances) and vehicle-to-vehicle (with V2V, your vehicle can juice up another EV).

## PERFORMANCE AND HANDLING

The biggest update on the MG Windsor PRO is under the skin. The standard Windsor EV's 38kWh battery makes way for a new 52.9kWh battery on the PRO. Consequently, the ARAI-tested range figure jumps to 449km on a single charge from 332km on the standard Windsor EV. Impressive performance is derived through four driving modes (Eco+, Eco, Normal and Sport) that deliver 100KW (136PS) power and 200Nm of instant torque, similar to the standard Windsor EV. The

estimated charge time from 0-100% is around 9.5 hours. The prismatic cell battery meets the optimal safety standards and is certified to operate with durability and stability.

The throttle response is great with almost no power lag. Driving the Windsor PRO both within the city and on the highway feels like a breeze. The MG Windsor PRO stays firmly planted on the ground even while navigating tight corners. The engineers at MG have achieved a commendable balance between good ride and handling. The suspension set up featuring MacPherson strut in the front and torsion beam at the rear is well tuned for Indian road conditions and absorbs the undulation on the road with relative ease. Like the standard Windsor EV, the Windsor PRO promises to be a good city car while also proving its worthiness on the highway.

## SAFETY

With growing awareness among consumers, safety has emerged as one of the top priorities of carmakers around the world. The MG Windsor PRO comes with 6 airbags (dual front, side & curtain) as standard across all variants. It also features 360° surround view cameras and rear parking sensors to ease





your parking woes in tight spaces especially in the crowded neighbourhood within the city. Electronic stability programme, electric parking brake auto hold, hill-start assist control, auto dimming inside rear-view mirror, hill descent control, rain sensing wipers, and tyre pressure monitoring system are some of the other features in the MG Windsor PRO EV which assures you of great all-around safety. In addition to the aforementioned, the Windsor PRO builds on the standard Windsor EV with radar-based advanced driver assistance systems (ADAS). The ADAS suite includes intelligent light assist, lane keep assist, emergency braking and adaptive cruise control.

### **BATTERY-AS-A-SERVICE (BaaS)**

For the first time in India's passenger vehicle segment, JSW MG Motor India has introduced an innovative ownership plan through Battery-as-a-Service (BaaS) offering, which makes owning an electric CUV at the price of a manual engine-based compact SUV possible. This flexible ownership program eliminates the upfront cost of the battery, enabling customers to pay only for its usage. Essentially, buyers pay a nominal fee per kilometre driven, which is 40% of the fuel costs of conventional vehicles. This model significantly reduces the initial acquisition

cost and lowers the per-kilometre expense, ensuring an economical and hassle-free ownership experience.

In addition, the company is offering a first-of-its-kind lifetime battery warranty to the first owner of MG Windsor. With the eHUB by MG app, the company is offering one year of free public charging, making it easier than ever for Windsor owners to power up anytime, anywhere. JSW MG Motor India is also introducing its 3-60 assured buyback plan for the Windsor which ensures that it will retain 60% of its value after 3 years/45,000kms.

### **VERDICT**

If you were attracted by MG Windsor PRO's tempting INR 17.49 lakh launch price, you should know that you have missed the bus as the introductory price was only valid for the first 8,000 customers. JSW MG Motor India has hiked the Windsor PRO's ex-showroom price to INR 18.10 lakh, which is INR 2.1 lakh higher than the standard Windsor EV. While the Windsor PRO gets a few additional features, however, the real hook is the enhanced 117km drive range over the standard Windsor EV which has got everyone talking. Therefore, for any car buyer intending to use their vehicle for intercity commutes or weekend getaways, the Windsor PRO is the natural choice.

# PROSCENIUM THEATRE OF BENGAL

## DECLINE OF AN ERA



Wheeler Anindya Sengupta



**W**ho would have thought that the nocturnal Kolkata could be so mystical and mesmerising like a seductive svelte? Thanks to 'Kolkata on Wheels' for this novel adventure. As the last rays of the sun finally set on the western horizon of the Ganges, and team KOW set off for the nocturnal adventure, I

visualised the gradual decadence of colonial theatre in North Kolkata; and I murmured to myself some lines from Shelley:

"There is no dew on the dry grass tonight,  
Nor damp within the shadow of the trees;  
The wind is intermitting, dry, and light;  
And in the inconstant motion of the breeze  
The dust and straws are driven up and down,



And whirled about the pavement of the town.”

[Evening, Ponte Al Mare, Pisa]

In my previous two articles on the evolution of proscenium theatre of Kolkata (the prequels published in the March and April issue of Kolkata on Wheels magazine), I travelled along the path of antiquity to unearth the gradual evolution of proscenium theatre in Kolkata under colonial impact, now buried under in oblivion. Hence, a nocturnal motoring experience of the city was all the more enthralling to me.

We saw the statue of Girsh Chandra Ghosh, the legendary thespian and playwright of Bengali theatre, standing tall on the pedestal in front of his house



at Bagbazar, as if to proclaim to the posterity about his tireless endeavour in the advancement of proscenium theatre of Bengal. Most of his plays were staged at the Minerva and the Star Theatre of 68, Beadon Street. Built in the heart of the red-light hub of Kolkata, Sonagachi, the Minerva theatre never looked out of place, partly because of the easy availability of the cantatrices or baizis who took part in the leading female roles (after the custom of male actors playing female role was abandoned) of the plays written by Girish Ghosh, Madhusudan Dutt, Jyotirindranath Tagore and Dinabandhu Mitra; and partly because many of the aristocrat upper class ‘babus’

of the nineteenth century frequented the bordellos to enjoy the Hindustani classical music and dance performed by the baizis.

In 1873, Girsh Ghosh casted four harlots, viz. Jagattarini, Elokeshi, Golapshundari and Shyama, for staging Madhusudan’s play Sharmistha at the Minerva theatre hall. Binodini Dasi mentions that several other ‘fallen women’, including her enacted in the plays staged at Star, Bengal Theatre and National Theatre. Since most of the rich aristocrat Bengalis in the nineteenth century lived in and around Shyambazar and Jorasanko area, Bengali theatre prospered in North Kolkata.

Towards the beginning of the twentieth century, when the nation was witnessing a whirlwind of Swadeshi Movement, theatre became a touchstone for the revolutionaries. In his book ‘Rangalaye Amarendranath’, Ramapati Dutta observes that Khiradaprasad’s ‘Pratapaditya’ to be the first nationalistic play staged at Alfred Theatre at 91, Harrison Road (now M.G. Road) in protest against Curzon’s policy of Partition of Bengal. Several other Swadeshi plays like Girish Ghosh’s ‘Sirajuddaula’ and ‘Rana Pratap’ written by Dwijendralal Roy were staged at Minerva playhouse.

Being a student of St. Paul’s Christian Missionary College of Amherst Street, I had often visited Grace Cinema Hall which was located at M. G. Road. Little did I know that the





cinema hall was formerly a theatre hall, called Alfred Theatre and the proprietorship changed several times. A noted Bengali thespian and playwright of the second decade of the twentieth century, Shishir Kumar Bhaduri, acted and directed in several plays staged at Albert Theatre Hall. He revolutionised Bengali theatre by replacing the melodramatic plays with modernistic realism. He directed Rabindranath's 'Rakta Karabi' (The Red Oleanders) at Minerva theatre hall introducing certain changes in the play with the consent of Tagore. In the second and third decade of the nineteenth century, Shishir Bhaduri staged several plays at Minerva and Star Theatre, like 'Sita', 'Bicharak', 'Palli Samaj' and 'Chanakya', where he acted and directed successfully.

Even in the post-independence era, Shyambazar area boasted of many playhouses. One of them was Sarkarina at 6, Raja Rajkrishna Street. It was the most sensational hall of the 70s era. Built with the most modern concept of 'theatre-in-the-round' or eliminating the fourth wall of theatre, conceived by Bertolt Brecht, Sarkarina created a revolution in Kolkata by challenging the traditional proscenium (or end-stage) theatre. The spectacular

auditorium of Sarkarina was Kolkata's only arena-theatre with a gallery circling around the stage that used to sink into the pit by a hydraulic lift under the auditorium at the end of each scene, and again emerged redecorated in the following scene with the actors on stage. There is an underground tunnel connecting the greenroom to the lowered stage. The action of the play was seamless as there were multiple platforms on which the drama was enacted, quite like that of a motion picture. The spectators enjoyed a continuous 360 degree action packed drama which was indeed extremely innovative and aesthetic. The theatre hall was considered to be an architectural and technological marvel. Built by the famous theatre personality Amar Ghosh, Sarkarina successfully staged numerous plays like 'Tushar Yug Ashchey', 'Hamlet', 'Kancher Putul', 'Ulka', 'Samrat O Sundari' and so on. His son, Sumantha Ghosh, could recall that the first play, staged at Sarkarina was 'Tushar Yug Ashchey' in which many luminaries of Bengali stage and motion pictures acted. He also reminisced the golden years of Sarkarina when great thespians like Soumitra Chatterjee, Utpal Dutta, Anil Chatterjee, Rabi Ghosh, Sulata Chowdhury, Sabitri Chatterjee, Supriya Devi, and Haradhan Banerjee among





many others performed regularly with a full house audience. Unfortunately, Sarkarina was shut down due to the thinning response of the spectators. When I visited Sarkarina, part of the auditorium is in a dilapidated state. However, interior section of the auditorium has remained unaltered. As I walked through the semi-dark corridor of the hall and watched the still photos of various theatrical scenes, the dramatic actions almost flashed across my inner eye.

But due to lack of maintenance, a thick layer of dust has enveloped the photos, gallery and the stage. On July 16, 2021, a news report in The Times of India, Kolkata edition stated that West Bengal Heritage Commission had decided to restore Sarkarina. Unfortunately, nothing much has been done yet. The phoenix has not been revived.

Badal Sarkar created a cataclysm in Bengali theatre through his vision of 'Third Theatre'. He demolished all traditions of proscenium theatre - stage, props and set

pieces, backdrop, dress, curtain, make up - and brought drama to the streets (referred to as 'Muktangan Natok'). This revolution stirred the tradition of stage-acting and annulled the importance of proscenium theatre halls. Although some of his plays were performed at the Academy, but most of them were enacted at the Curzon Park. Ebam Indrajit became very popular in his heyday.

Another theatre hall that faced the decadence of Bengali theatre hall is Biswarupa. On a late summer evening I discovered Biswarupa theatre hall at the crossing of Bidhan Sarani and Raja Rajkrishna Street, standing still in the milieu of several old buildings of Shyambazar - Hatibagan area. In the days when Hatibagan was the Covent Garden of Calcutta, the play 'Setu' created theatre-history. Tapas Sen's wizardry in stage lighting had produced the illusion of a train chugging across a bridge. It all appeared to have happened in a couple of breath-

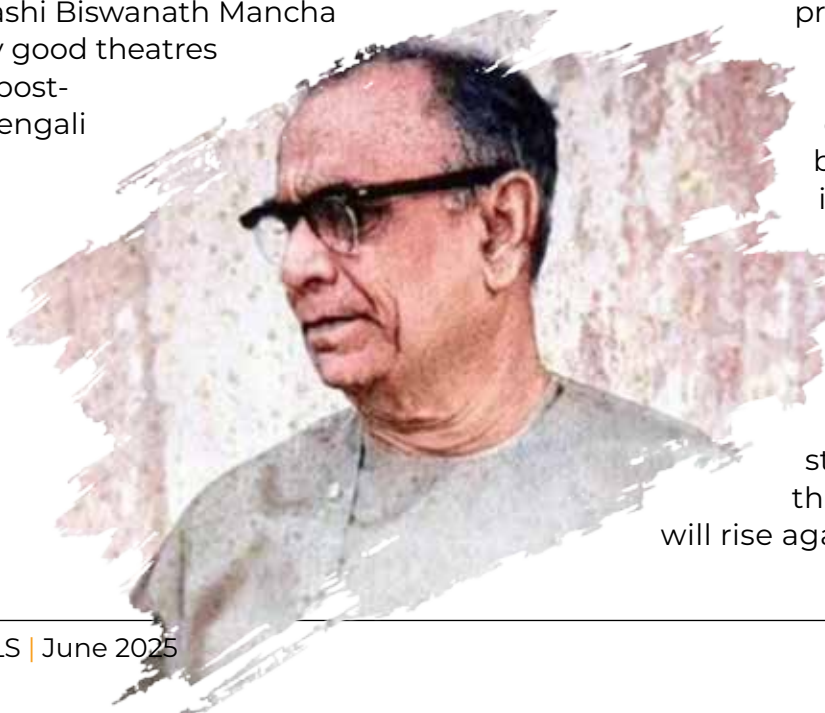


taking seconds on the revolving stage, the first of its kind in Calcutta. Tripti Mitra's histrionics held the audience in thrall and 'Setu' ran for a record 2,000 nights. Years later, in the 60s, Supriya Debi pulled the crowds as she appeared in successive performance of plays of 'Kori Diye Kinlam' based on the novel written by Bimal Mitra.

Another theatre hall that passed into oblivion is Kashi Biswanath Mancha. Built at Canal South Road, very close to Maniktala Police Station, Kashi Biswanath Mancha has staged many good theatres in the heyday of post-independence Bengali socio-cultural environment that saw the rise Indian People Theatre Association (IPTA), Little Theatre Group and Ganantya Sangha. I remember,

during my college days, I had the chance of watching a couple of theatres at Kashi Biswanath Mancha. However, in my recent visit to the hall, the much-famed auditorium has met with the same fate as of other theatre halls of North Kolkata. Like the poor old utterly neglected persons, these heritage playhouses remain forsaken for several years, waiting for demolition. The

theatrical revolution, which started with the introduction of the proscenium theatre, in imitation of the Anglican culture, has finally breathed its last in the heritage Kolkata. But all is not lost. In the theatre halls of Central and South Kolkata, the culture of stage theatre still thrives. The phoenix will rise again.



# Oil, Oil, Oil...

 Abhijit Dasgupta

**T**he stealth bombers came to ravage the nuclear sites. The extent of damage still remains unknown. However, the damage to the Indian transport industry may be far reaching. Iran is a country with a rich age-old culture and being tradition bound might take its own time to retaliate. But in the process, it is we that will suffer. The fluctuating rupee value against the dollar, the vulnerability of the possible Strait of Hormuz blockade may lead to shifting of the sea routes causing longer sails, higher insurance costs and an extensively high delivery cost. Around 20 per cent of the global oil supply runs through the Strait of Hormuz. After the US sanction, India's purchase from Iran has substantially reduced but the closure of the Strait of Hormuz will delay delivery by 30-40 days causing shortage that will eventually lead to 'supply and demand' issues.

Much of the Russian oil that comes to India moves through the shadow fleet. These are basically old tankers that often work outside the mainstream network to evade international sanctions and fly flags of Panama, Marshall Islands etc. These tankers often trans-ship the content mid-sea to hide the identity of the source. But approximately 60 per cent of the India's



crude oil is imported through the Strait of Hormuz irrespective of the vessels or the flag they fly. The impact cannot be avoided. India's oil reserve can meet about the ten days demands according to 2023-24 consumption report. India consumes around 4.9 million barrels per day out of which nearly 80 per cent is imported.

Are we heading towards a fuel ration or a substantial increase by many manifolds? Only time will tell.



# In Conversation with Jogendra Kumar Jaiswal

## INTSDRC 2024 Champion

 Joydip Sur

**J**ogendra Kumar Jaiswal has carved an extraordinary path on the dusty, winding routes of rallying. During a four-decade-long journey, his determination and passion has remained undeterred in a sport that struggles to gain mainstream recognition in India. If anyone thought motorsports was only for the young and adventurous, 67-year-old Jaiswal has completely debunked that theory by clinching the FMSCI Indian National TSD Rally Championship (INTSDRC) title in 2024. In a candid conversation with Kolkata on Wheels, Jaiswal speaks about his introduction to motorsports, his early days of rallying, what it means to win the INTSDRC title and his advice for youngsters who wish to foray into motorsports.

### (1) How did you get drawn into the world of motorsports?

In the early 1980s, I often used to watch rally-prep cars driving past my locality. These cars were beautifully painted; and the sound of the engine of those rally cars was like music to my ears. I was instantly hooked and soon started attending a few local motor sports events as an audience to primarily understand what was going on. That began my lifelong love affair with motorsports.

### (2) When did you make your debut in motorsports?

My foray into motorsports was in the year 1984. It was a two-wheeler rally organised by Balak Sangha Club located in Northern Park.



The following year, I achieved my first ever podium in the Monsoon Rally organised by the Calcutta Motor Sports Club (CMSC).

**(3) What prompted you to shift from bike to car?**

In 1995, I met with an accident in Digha during a two-wheeler rally. That incident triggered a strong resistance from my family regarding participating in two-wheeler events. This prompted my transition from bike to car. The Gangtok Rally held in the same year marked my debut in the four-wheeler category and I remember finishing overall 4th in that rally.

**(4) Who among the local rallyists did you look up to when you started rallying?**

Arindam Ghosh, Mitil Chakraborty and Prasanta Paul are the names which instantly come to my mind. These three rallyists were exceptionally talented and commanded a great deal of admiration and respect in the motor sports community.

**(5) In a motor sports career spanning over 40 years, which rallies have been your most memorable among the ones you have participated in?**

I have been fortunate to have a long rallying career participating in hundreds of motor sporting events. But the ones which I cherish the most till date are the Monsoon Rally (1989), Monsoon Rally (1990), Kaviguru Rally (2000), Raid De Himalaya (2015), Monsoon Drive (2016), Kaviguru Rally (2017), Chamba Rally (2021), Himalayan Drive (2023), and Highland Xtreme Rally Indore (2024). The cherry on the cake is winning the INTSDRC title in 2024 fulfilling a long-cherished dream.

**(6) What is your advice for youngsters who wish to pursue motorsports?**

Having a clear and positive mindset is very important. While motorsports is expensive, however, for beginners, one can start participating in local TSD rallies in a stock car.



Some specific terrains might require minor modifications. Once you have made up your mind to pursue motorsports, then you should just go for it.



# The Misadventures of Crappy Clowns



Abhijit Dasgupta

There are a very few weapons of mass destructions that can be produced cost effectively and at the same time, have far reaching impact that Maestro Satyajit Ray had described as 'Magaj Dholai'.



A friend of mine recently sent me what he termed a 'joke'. Jokes apart, there is a lot of truth ingrained in it. The joke goes thus:

"A donkey was tied to a tree. One night, a ghost cut the rope and released the donkey.



The donkey went and destroyed the crops. Agitated, the farmer's wife shot the donkey and killed it. Saddened, the donkey's owner,

for revenge, shot the farmer's wife. Angered by his wife's death, the farmer took a sickle and killed the donkey's owner. Angered by the happenings, the donkey's owner's sons set the farmer's house on fire. The farmer, looking at his house, killed the children. Finally, when the farmer was full of regret, he asked the ghost why did it kill them all. The ghost replied 'I killed nobody. I just released a donkey tied to a rope. It's all of you who released the devil in you which resulted in the catastrophe'.

The media today is that ghost.



It cuts a rope on a daily basis with the support of a pack of bootlickers who appear daily to show their faces and eventually fools the ignorant public that jumps up and down and ends up in a fiasco.

This is a science. Most villains have lieutenants who runs the 'magaj dholai' laboratories. Hitler's agenda was looked after by Joseph Goebbels. He built a total media eco-system that transformed the whole German nation into virtual puppets on a string. His planning was sophisticated and ideological. He understood mass

psychology and used the media to brainwash them. He constantly fed the public with messages that emotionally surcharged them and offered them economic bliss.



Goebbels manipulated all forms of communication – print, film, radio, literature and even art. Anything that was remotely not adhering to the Reich culture got brutally subdued. His consistent approach with barrage of slogans - promising of a utopia and repeating consistently to hammer them in deep resulted in even the young and the literate to fall for his bloated lies. The stunning rallies and parades accompanied with the magic of the films manipulated a hatred against the Jews. Cheap radios were mass produced and the broadcasts doctored with Nazi propaganda tools. Even art, culture and music, theatre, literature had to conform to the Nazi ideals. The school curricula got redesigned and the Gestapo ensured silence.



The anti-Jewish propaganda was actually a ploy for political gains that justified mass murder. His repeated slogans like one people-one empire-one leader, one one one... brain washed the mass who fell for his promises.

Isn't media a social mirror? Does history repeat itself? Our nascent unfulfilled wants and get a glimmer of hope seeing that dangling magic carrot. The hungry are offered food falling from the sky... just like what the two wayfarers got as a boon in Ray's film.

The more you have of less educated, the better it is for our political bosses to take control. There is a saying by Goebbels - "It would not be impossible to prove with sufficient repetition and a psychological understanding of the people concerned that a square is in fact a circle. More so with the gestapo peeping at you all the time.



They are mere words, and words can be moulded until they clothe ideas and disguise." Didn't the same person say "Intellect rots the brain."

The media today, does not need intellect. It needs acrobats who can jump, thump, bang and use slangs.



They look at the mirror and see an old sad clown delivering news.



'They are a breed of the past'. Today, news presenters must shout, flout norms, must have two clouts and no doubt they can knockout the enemy in a straight cut in to the studio air. They must prance and dance around like a gorilla.



Going by the recent circus that happened during Operation Sindoor, as a veteran journalist, I can only describe it as 'loutish act' by media persons who kicked in the air, stormed the homes at the top of their voices with stories that lacked credibility. Surrounded by their clouts, little do they realise that their credibility not only nose dives but their very existence in a world, still with some brains, becomes a peril.

During Operation Sindoor, several Indian TV channels presented AI generated visuals, misattributed civilians

as terrorists, and broadcast events that never occurred. These cases highlight how sensationalist media coverage can distort public perception in times of conflict and underscore the urgent need for media accountability. Some shouted explosions at Jaipur Airport, alleged attacks in Jaisalmer... Some outlets broadcast sensational claims that the Indian Army had entered Pakistan, Islamabad was captured, and the Pakistani army had surrendered.



The jumping jacks shouted - Pakistan had struck a Gurudwara in Poonch, killing Sikh civilians. Was there evidence of such an attack? An imaginary invasion of Karachi, and claims that Pakistan orchestrated a coup perhaps were good fictions... but in news?

Military officials reported that 15% of the operation's effort was spent countering fake news, detracting from actual operations.

Even in cinemas, certain motivated films, inspired by some political party and funded indirectly have done more harm than good to the unity that binds our nation. Half told fictional films on 'K and K' promoting party ideals have caused a rift that will be difficult to bridge in near future. What is of worry is the long-term effect that may lead to vandalism and deep hatred. Equally to be blamed are parties that prohibit exhibition of such films resulting in clandestine circulation that often help it become viral. But eventually, truth shall prevail... I hope.

Gone are the days of investigative

journalism. Gone are the days of protests using the cover of creativity and gone are the days when the public could be informed to take a democratic decision. Tagore's way of protesting or Ray's style of protesting needed a lot of brain power. "Era joto beshi pore, toto beshi jaane, toto kom maane (The more they learn, the more they know, the less they obey)"...

What we now have is the vocal power to sell.

The way the media treated and mistreated the information relating to the murder case of the R G Kar hospital or for that matter the crude and callous way in which the service of over 26,000 teachers got covered speaks volumes about the leanings, the spinelessness and the brainlessness of TV channels. There are exceptions but the number is so minimal, that it cannot be taken in

to consideration. A doctor in UK raised questions and got punished when in Kolkata!

There was a time when emergency was imposed in our country. Yet, there were news items that got telecast that every discerning eye could decipher and understand. I recall some of the items that got phone calls from Satyajit Ray, Mrinal Sen, Buddhadeb Dasgupta and Tapan Sinha. These items never crossed the 'imposed legal limits' but at the same time, conveyed to those with a little grey matter, the message and the truth.

We are standing at a cross road. It is up to us, the public to decide and act before the ice-cream melts.

Gone are the times when we could rely on someone to lead the way. It is time for all of us to jointly lead the procession.



# JOYPUR FOREST

## Into The Wild



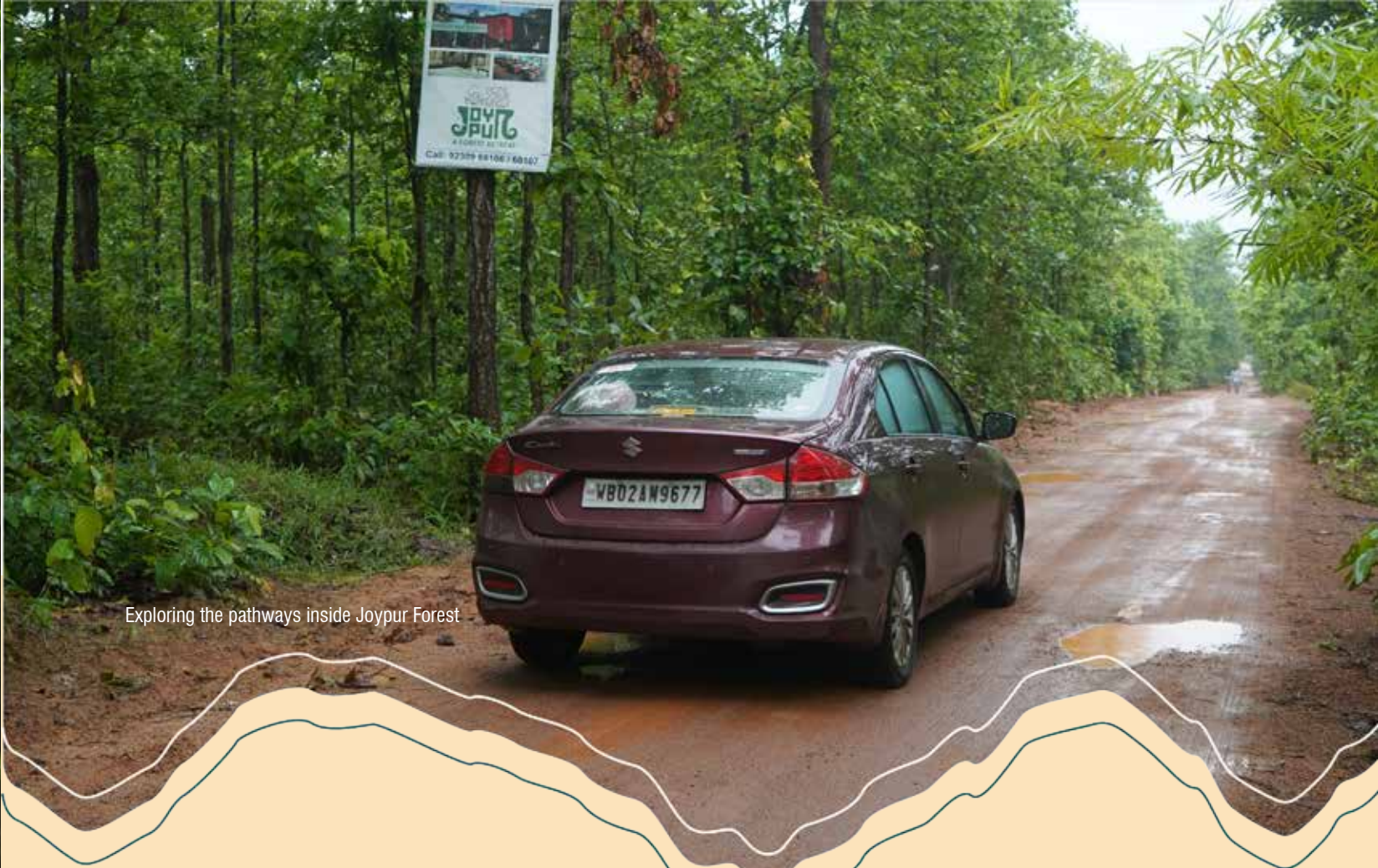
Team WHEELS

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*A weekend trip to the lush forest of Joypur, in Bankura, can be adventurous, fulfilling and refreshing. As the much-awaited monsoon season beckons, join Team WHEELS as we head out for a four-hour drive north-west from Kolkata to experience the call of the wild and timeless beauty amidst the dense canopies of Joypur Forest for a refreshing break over the weekend.*

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Exploring the pathways inside Joypur Forest

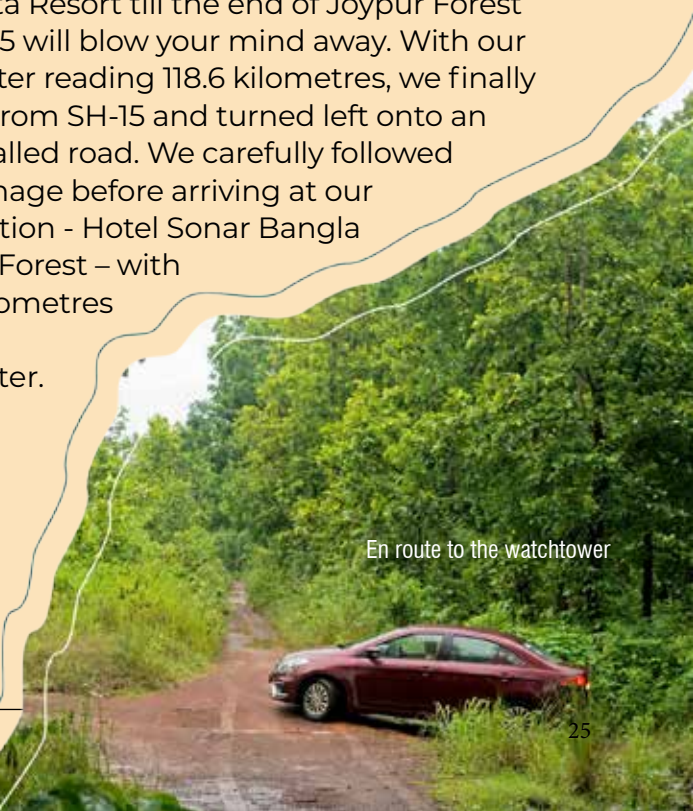
## ROUTE DESCRIPTION

We set our trip meter to '0' at the Toll Tax Plaza at Nivedita Setu and kept driving straight until we met NH-19 at the end of the road. At 3.3 kilometres on the odometer, we kept to the left on NH-19 and avoided going onto the flyover. Thereafter, we continued driving straight going past the Par Dankhuni crossing with the odometer indicating 4.1 kilometres. Finally, we exited NH-19 with 4.9 kilometres on the odo and turned left onto TN Mukherjee Road which later merged into SH-15.

The drive from this point onwards is through a single carriageway, with several sections which are heavily congested. One is advised to drive cautiously and within reasonably safe speed limits. The road condition is mostly good; however, certain stretches demand repair work. We drove past Chanditala, Champadanga, Arambagh before arriving at the historical town of Kotulpur.

As we approached the woods, a road

barrier across the road marked the beginning of the Joypur Forest. Immediately, we were welcomed by lush green forest on both sides of the road. The seven-kilometre drive from Banalata Resort till the end of Joypur Forest on SH-15 will blow your mind away. With our odometer reading 118.6 kilometres, we finally exited from SH-15 and turned left onto an unmetalled road. We carefully followed the signage before arriving at our destination - Hotel Sonar Bangla Joypur Forest – with 119.6 kilometres in our odometer.



En route to the watchtower

The enchanting road with forests on both the sides

## JOYPUR FOREST

Surrounded by the serene greenery of sal and segun, spreading a blanket over the reddish-orange laterite soil, the beautiful forest of Joypur in Bankura is a visual delight. Spreading over 13,000 acres, Joypur Forest was once home to spotted deer (chital), wild boars, rabbits and exotic birds. We were also told that if lucky, we may even spot elephants passing through. With our hearts filled with hope, we decided to explore the greenery and travelled through a forest pathway in our vehicle for over half an hour but could spot nothing other than a few birds - rare or not, best known to only Salim Ali.

A three-minute-drive from the forest office will lead you to a 60-feet tall three storied building with accommodation, doubling up as a watch tower. The lush greenery all around, looks magical once you reach the top of the building. There is an open ground beside the watch tower which serves as a picnic spot for the locals overseeing a huge lake named Dhol

Samudra- a huge fresh water lake.

Joypur Forest is a perfect leisurely gateway, a haven for birdwatchers and beckons all those who cherish the natural world. The neighbouring Bishnupur town steeped in history and culture is an added attraction and home to ancient temples and vibrant Chau dance that showcase the region's rich heritage.



Terracotta idols kept in the foot of the tree



Lawnside view of Hotel Sonar Bangla

## HOTEL SONAR BANGLA JOYPUR FOREST

It doesn't matter if you are on a weekend getaway or a long vacation; if you seek peace in the lap of nature, then Hotel Sonar Bangla in Joypur Forest is your perfect destination, as you explore their opulent and relaxing stay in the heart of the forest. With a calm and refreshing environment, this exquisite hotel offers you an ideal stay wrapped in an oasis of sophistication.

The rooms are tastefully designed with the perfect blend of rustic charm and urban elegance. The interior décor, furniture and artworks are aesthetically selected and seamlessly blend into the surrounding. Amenities like mini fridge, air conditioning, geyser, electric coffee

maker, cupboard, sofa set, centre table, and television with OTT connections ensures that you can immerse yourself in the world of the wild, and yet have access to all the modern amenities and comforts that soothes an urban soul.

The in-house 120-seater multi-cuisine restaurant 'Vanam' is elegantly designed with spaced out seating arrangement. The comprehensive menu features Bengali, Chinese and Continental delicacies. During our stay at Hotel Sonar Bangla in Joypur Forest, we tried some of their Bengali and



View of the swimming pool

Chinese dishes which turned out to be delicious and left us craving for more. The gleam of crockery and cutlery, the authentic taste of spices and ingredients, and prompt service makes dining at Hotel Sonar Bangla in Joypur Forest an enjoyable experience.

From their deluxe rooms to ambient lounges and dining areas to outdoor activities, they ensure that every nook of this property has something for you. Whether you are an adventure freak, a nature lover or a leisure seeker, Hotel Sonar Bangla is committed to providing you with the best of everything.

Guests can enjoy a range of indoor activities which includes carom, pool, chess, foosball, and gym.

Adventure seekers can experience outdoor activities such as swimming, net bridge adventure, sensor walk adventure, bacchus & barrel walk, sky walk adventure, shark teeth adventure, snake path adventure and zip line adventure.

In-house restaurant Vanam

Muhua - the hookah bar

The front reception at Hotel Sonar Bangla



Outdoor adventure activities  
at Hotel Sonar Bangla



### Hotel Sonar Bangla Joypur Forest Room Tariff

Deluxe – INR 6,000 + 12% GST  
 Super Deluxe – INR 7,000 + 12% GST  
 Premium – INR 8,000 + 18% GST  
 Platinum – INR 9,000 + 18% GST  
 Tent House – INR 14,000 + 18% GST  
 (with private swimming pool)  
 Tree House – INR 15,000 + 18% GST

### FOR BOOKING CONTACT:

#### Hotel Sonar Bangla Joypur Forest

Address: Village - Basudebpur,  
 Post Office - Gossainpur,  
 Police Station - Bishnupur,  
 Postal Code - 722122  
 Bankura, West Bengal, India

Phone: 92309 68106, 92309 68107

Email: [joypur@hotelsonarbangla.com](mailto:joypur@hotelsonarbangla.com)



The deluxe room at Hotel Sonar Bangla

ROUTE MAP KOLKATA – HOTEL SONAR BANGLA (JOYPUR FOREST)			
DISTANCE (km)	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
0.0		NIVETITA SETU (Toll Tax Point)	Set your Trip meter to '0'
1.3		NH - 19	Take right fork on to NH-19 towards Bardhaman/Delhi
3.3		NH - 19	Take left fork on NH-19. Don't go on to the flyover
3.6		NH - 19	Keep left
4.1		NH - 19	Proceed straight
4.9		DANKUNI SH - 15	Turn left towards Chanditala on TN Mukherjee Road
5.3		SH - 15	Go on to flyover. Congested area. Drive cautiously
6.8		SH - 15	Follow the main road
10.5		SH - 15	Follow the main road towards Champadanga
11.3		SH - 15	Under construction toll booth. Proceed straight
18.2		SH - 15	Proceed straight
22.7		SH - 15	Seakhala Morh. Proceed straight
32.1		SH - 15	Keep driving straight
32.9		SH - 15	Proceed straight towards Arambagh
40.1		SH - 15	Follow SH-15
45.3		SH - 15	Take left fork to stay on SH-15. Don't go on to the flyover
45.7		SH - 15	Go straight from below flyover. Champadanga More
46.2		SH - 15	Proceed straight

ROUTE MAP KOLKATA – HOTEL SONAR BANGLA (JOYPUR FOREST)			
DISTANCE (km)	DIRECTION	ROAD NAME	ROUTE DESCRIPTION
46.9		SH - 15	Proceed straight. Duel-carriage road starts
49.3		SH - 15	Under construction toll plaza. Single carriage way begins
53.0		SH - 15	Go on to the Bridge. Follow the straight road towards Arambagh
59.2		SH - 15	Keep driving straight
60.4		SH - 15	Go on to the Bridge
66.7		SH - 15	Take third exit from Arambagh Morh
68.6		SH - 15	Proceed straight
69.0		SH - 15	Keep driving straight
69.5		SH - 15	Follow SH-15. Turn right from the island
70.5		SH - 15	Go under overhead railway tracks and keep driving straight
74.0		SH - 15	Proceed straight
90.0		SH - 15	Under construction toll booth. Proceed straight
92.8		SH - 15	Take second exit from the island - follow SH-15 towards Kotulpur
93.2		SH - 15	Kotulpur Police Station on right. Proceed straight
109.5		SH - 15	Keep driving straight
118.6			Turn left onto moram/dirt (unmetalled) road
119.3			Take left turn towards Hotel Sonar Bangla
119.6			Arrive at Hotel Sonar Bangla



# Wheels Conclave

## Celebrating 200 Editions of Motoring Excellence!



Wheeler Sarbajit Mookherjee

**T**he air crackled with excitement and camaraderie on May 24th, 2025, as the motoring fraternity of Kolkata converged at the elegant Roots Of Calcutta in New Town, Kolkata, for the much-anticipated Wheels Conclave. This landmark event wasn't just another gathering; it was a grand celebration marking the momentous 200th edition of 'Kolkata on Wheels' –



Founding Editor

the undisputed largest print motoring magazine of Eastern India.

More than 90 enthusiastic 'Wheelers' – the esteemed life members of the Kolkata on Wheels motoring community – graced the occasion, their passion for automobiles evident in every smile and conversation. The evening kicked off in traditional style with the revered Chief Guest, acclaimed Bengali movie and theatre actor Mr. Rajatava Dutta, alongside Mrs. Aruna Ghosh, the visionary

publisher of Kolkata on Wheels, lighting the ceremonial diya. Their illuminating presence set the tone for an evening of shared joy and reflection.

The celebrations continued with a symbolic cake-cutting ceremony, where Mr. Dutta and Mrs. Ghosh were joined by Mr. Basudev Ghosh, Vice President of Team Wheels, the dedicated core organising committee of the Wheelers. Together, they then unveiled the much-anticipated 200th edition of the Kolkata on Wheels magazine, a testament to almost two decades of unwavering dedication to the motoring world.

Following this significant moment, Chief Guest Rajatava Dutta addressed the Kolkata on Wheels family, his words resonating with appreciation for the magazine's



journey and its impact. He then felicitated the invaluable sponsors and eminent columnists, acknowledging their crucial role in helping the magazine achieve this remarkable milestone. Without their steadfast support, the 200th edition would have remained a distant dream.

The heart of the evening then transitioned to a captivating panel discussion, expertly moderated by Kolkata on Wheels editor, Mr. Joydip Sur. The diverse panel of Wheelers shared their unique experiences and insights, enriching the audience with tales from the road. Wheeler Subhankar Pal recounted his exhilarating long drives, while



Wheeler Dr. Tanmoy Das shared heartwarming memories of trips and cherished moments with the Wheeler community. Wheeler Pavan Mukherjee offered a fascinating glimpse into his European driving adventures, and Wheeler Jayant Basu eloquently articulated the essence and myriad benefits of being a part of the Wheeler community.

Adding to the depth of the discussion, Team Wheels Senior Member Debopam Banerjee shed light on the meticulous planning and execution that goes into organising convoy road trips for Wheelers, highlighting the dedication of the core team. Finally, Team Wheels Secretary Sandip Hunday shared his profound experiences and memories within the group, offering valuable insights into how Team Wheels tirelessly works towards the betterment of motoring in Kolkata.

As the formal proceedings concluded, the atmosphere transformed into one of joyous fellowship. Wheelers mingled and unwound, enjoying refreshing drinks accompanied by delectable starters. This was followed by a magnificent dinner, catered by the renowned Bijoli Grill, whose culinary prowess ensured a lip-smacking feast that left everyone thoroughly satisfied.

As the night drew to a close, we departed with hearts full of wonderful memories. The Wheels Conclave, celebrating the 200th edition of our beloved 'Kolkata on Wheels' magazine, was an event that will undoubtedly live long in the hearts of all who attended, cementing its place as a truly unforgettable occasion in the motoring history of Kolkata.



# Nissan Magnite

## Achieves 2,00,000 Sales Milestone



Joydip Sur



**N**issan Motor India Pvt. Ltd. (NMIPL) has announced a significant milestone for its popular compact SUV – the Nissan Magnite, which has surpassed 2,00,000 cumulative sales across domestic and export markets since its launch in 2020. This achievement marks a significant moment in Nissan's journey in India and underscores the Magnite's strong resonance with customers worldwide. The Nissan Magnite has disrupted the B-SUV segment by offering an unmatched combination of bold design, safety, class-leading features, and exceptional value. Its success in both

domestic and international markets highlights its universal appeal and the strength of Nissan's 'One Car, One World' philosophy.

Saurabh Vatsa, Managing Director, Nissan Motor India, said: "The 200,000 global sales milestone is a proud moment for the entire Nissan Motor India family! The New Nissan Magnite continues to capture the imagination of customers around the world with its dynamic design, superior quality, value, and innovative features. We are grateful to our customers in India and across global markets for their continued trust and belief in the Magnite and love for the Nissan brand. We are fully committed to the Indian market, our customers, dealer partners and stakeholders as we work towards expanding our domestic and export product portfolio under the 'Make in India, Make for the World' vision."

Nissan Motor India has also recently introduced a government-approved CNG



retro-fitment kit for the New Nissan Magnite, catering to the growing customer demand for fuel alternatives. Manufactured and quality assured by Motozen, the kit will be installed at government-authorised fitment centres and is priced at an additional INR 74,999. The kit is compatible with the 1.0-litre naturally aspirated petrol engine (manual transmission) variant of the New Magnite.

The New Magnite SUV's bold and stylish design, 20+ first & best-in-segment features, and 55+ safety features make it a standout choice in the compact SUV segment. With its bold road presence, premium features, and expanding global reach, the New Nissan Magnite is now present in over 65 countries, including both the Right-Hand Drive and Left-Hand Drive markets.

Nissan Motor India continued consistent and sustainable growth in India with a consolidated sale of 99,000+ units for FY2024-25, delivering best single year performance for in the last seven years. The year was marked by the continued success of the New Nissan Magnite, which remains a key pillar for Nissan's domestic business, selling 28,000+ units annually, and expanding export operations from 20 markets to 65+ international markets, resulting in an unprecedented export sale of 71,000+ units, making India an export hub.



# Iconic Test Cricket Moments at **EDEN GARDENS**



Sandip Banerjee

**E**den Gardens, established in 1864 in the heart of Kolkata, stands as more than just a cricket stadium—it is a living testament to India's cricketing heritage. With a capacity exceeding 66,000, it ranks among the world's largest cricket venues, its stands often brimming with a passionate crowd dubbed the "12th man." Since hosting its inaugural Test match in 1934, this hallowed ground has witnessed Indian cricket's evolution—from its colonial roots to its rise as a global powerhouse. The architectural grandeur of the stadium, paired with the fervour of Kolkata's fans, creates an atmosphere that is both awe-inspiring and unforgettable. Below are a few defining Test Cricket moments that have cemented Eden Gardens' place in the annals of the sport.

The iconic Eden Gardens in Kolkata hosted its first-ever Test Match from January 5 to 8, 1934, marking a significant moment in the history of Indian cricket. The match, played between India and England, was only the second Test ever held on Indian soil. England, led by Douglas Jardine, had just come off the infamous 'Bodyline' series against Australia, and India, captained by C.K. Nayudu, was still establishing itself on the international stage. The English team posted a commanding first-innings total of 403, with Bryan Valentine scoring a fluent 136 and Jardine contributing a solid 60. India responded with 247 in their first innings, featuring notable efforts from players like Vijay Merchant, who was in the early stages of what would become a legendary career.

Following on, India put up a better fight



in their second innings, scoring 237, with resistance coming from Nayudu and Wazir Ali. However, England easily chased down the target and won the match by nine wickets. Despite the loss, the Indian team received enthusiastic support from the local crowd, which turned out in impressive numbers, especially during the weekend. The match reflected the growing popularity of cricket in colonial India and hinted at the sport's deep cultural future in the country.

The significance of this match extends beyond the scoreboard. It marked the beginning of Eden Gardens' journey as one of the most revered cricket grounds in the world. Over the decades, it would go on to witness unforgettable performances, record-breaking feats, and passionate crowds. The 1934 Test firmly placed Kolkata on the cricketing map and laid the foundation for a venue that would become synonymous with Indian cricketing tradition.

The 1958 India -West Indies Calcutta test saw a wonderful 256 from the great West Indies batsman Rohan Kanhai. It was the third test of the series and West Indies won the match by an innings and 336 runs which remain their winning highest margin in test cricket. Sir Gary Sobers also scored a century in that test. The Indian team could only score 124 and 154 respectively in response to the huge West Indies total of 614 for 5 wickets, declared.

The 1966 Eden test continues to remain a dark spectacle as the crowd lost their sense



and rationality. There was a kind of a public riot stemmed from over -crowding due to improper sale of tickets. Police had to fire tear gas, leading to retaliation from the crowd. Violence escalated and the mob set fire in the stands. Situation grew so tense that Sir Gary Sobers decided to pull out from the test.

A similar black mark on the crowd of Eden Gardens was spotted when in the 1999 test match between India and Pakistan; the last day play had to be completed in empty stands. All started happening as Tendulkar got run out of a collision. The crowd went berserk to throw water bottles on the ground. The play had to be stopped and the gallery had to be evacuated by the police.

In January 1962, Eden Gardens erupted in jubilation as India clinched their first Test victory at the venue, defeating England by 187 runs. This triumph, arriving 27 years





after the stadium's first Test—a draw against England in 1934—held immense significance. Just 15 years removed from independence, India's victory over their former colonial rulers was more than a sporting achievement; it was a symbol of national pride and resilience. Salim Durani, with his match haul of eight wickets, including key dismissals of England's top order, emerged as the hero, while Chandu Borde's unbeaten 61 in the second innings steadied India's total at 380. The match showcased India's growing prowess, as their spinners outfoxed England on a turning track. For the Kolkata faithful, the roars that echoed through the stands marked a turning point, heralding India's arrival on the international stage.

Very few test matches have exhibited the kind of drama as one encountered in the Eden Test of 1974-75 India-West Indies test series. It was the third test of the series. Pataudi's men pulled off an unimaginable victory in the late hours of the last day with India winning the match by 85 runs. The match proved that cricket is indeed a game of glorious uncertainties. Gundappa Viswanath scoring a brilliant century in the second innings (139 runs) paved a defensible total for India. Bedi with 4 wickets and Chandrasekhar with 3 wickets dismantled a strong West Indies batting line up in the second innings to secure an

unexpected victory for India. Madanlal also put an all-round performance with both bat and ball in that match.

The 2001 India-Australia Test reached its zenith through VVS Laxman's monumental 281, a knock that redefined resilience and artistry. Forced to follow on after scoring just 171 in reply to Australia's 445, India stared down the barrel of defeat. Yet, Laxman, promoted to number three, and Rahul Dravid forged a partnership that defied the odds. Over 452 balls, Laxman crafted an innings of sublime elegance—his wristy flicks and cover drives dismantling a fearsome attack led by Glenn McGrath and Shane Warne. Dravid's gritty 180 complemented Laxman's brilliance, their 376-run stand for the fifth wicket spanning nearly two days. The Eden Gardens crowd watched in awe as India surged to 657/7, setting Australia a challenging 384 to chase. After a crushing defeat in Mumbai and a precarious position in Kolkata—trailing by 274 runs after the first innings—the odds were stacked against the hosts. Enter Harbhajan, a 20-year-old off-spinner with fire in his veins. In Australia's second innings, he delivered a spell for the ages, claiming the first Test hat-trick by an Indian. Ricky Ponting fell to a sharp-turning off-break, Adam Gilchrist was trapped lbw, and Shane Warne, bamboozled by a dipping delivery, was stumped. The crowd's deafening cheers shook the stadium with each wicket, igniting hope in a seemingly lost cause. Harbhajan's 7/123 in that innings laid the foundation for an epic turnaround, proving that Eden Gardens thrives on the unexpected.

November 2013 saw Eden Gardens draped in emotion as Sachin Tendulkar played his penultimate Test, his 199th, against the West Indies. Though he scored a modest 10 in India's only innings, the match transcended statistics—it was a celebration of a 24-year career that redefined cricket. The Kolkata crowd, sensing the end of an era, filled the stands with banners and chants of "Sachin, Sachin," their voices a chorus of gratitude.

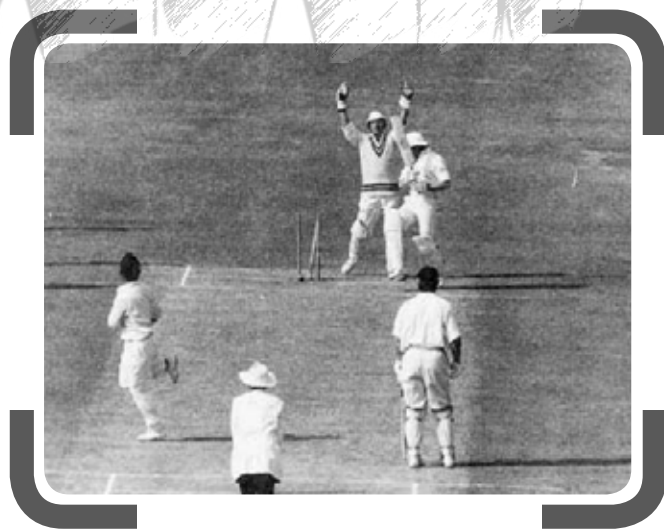
India dominated, bowling out West Indies for 234 and 168, with debutant Rohit Sharma's 177 and Ravichandran Ashwin's five wickets stealing the show. Yet, the spotlight remained on Tendulkar. His final walk off the Eden turf, head bowed and bat raised left fans teary-eyed, a poignant farewell to the "Little Master" at a venue that had cheered his every milestone. For Kolkata, it was a moment of closure, a collective goodbye to a cricketing legend.

In November 2019, Eden Gardens embraced modernity by hosting India's inaugural Day-Night Test against Bangladesh, a landmark in Test cricket's evolution. Played with a pink ball under floodlights, the match aimed to rejuvenate the format's appeal, and Kolkata rose to the occasion. The stadium glowed with anticipation, its stands packed as fans revelled in the carnival-like atmosphere. India, led by Virat Kohli's commanding 136, posted 347/9 declared, while Ishant Sharma's nine wickets—five in the first innings—exposed Bangladesh's frailties against the swinging pink ball. The visitors crumbled for 106 and 195, handing India a resounding innings-and-46-run win. The novelty of night-time Test cricket, coupled with Eden's electric vibe, made this a modern classic. It showcased the venue's adaptability, ensuring its relevance in a new era while honouring its storied past.

Eden Gardens has been spectator to several brilliant individual performances too. It has witnessed the admiration as well as the defamation of many cricketers. The gracious farewell that Asif Iqbal received in his last test match which he played at the Eden Gardens has remained one of test cricket's rare farewells. But the same Eden Gardens saw the posters stating - 'No Mustaq, no test'. Mustaq Ali scored a brilliant 106 in the 1948 test against the West Indies. The legendary Sunil Gavaskar remains the only Indian batsman to score centuries in both innings of a test match at the Eden Gardens. He achieved this feat when he scored 107 and 182 not out against

Kalicharan's West Indies in 1979. However, the same man received considerable jibes from the crowd with posters fluttering - 'Go back Gavaskar, we want Kapil' in the 1985 test against England. Mohammed Azharuddin, one of the most successful Indian batsmen at the Eden Gardens scored a century in his debut match here in 1985, against England. The same Azharuddin was at the receiving end of heavy criticism for his team's dismal performance in the World Cup semi-final match against Sri Lanka in 1996.

Eden Gardens stands as a silent chronicler of Indian cricket's journey—from the tentative steps of a newly independent nation to its dominance on the world stage. The 1962 triumph over England symbolised post-colonial pride, while Harbhajan's hat-trick and Laxman's 281 in 2001 epitomised resilience against overwhelming odds. Tendulkar's 2013 farewell marked the end of a golden chapter, and the 2019 Day-Night Test heralded a bold future. Each moment, steeped in drama and emotion, has woven itself into the fabric of this iconic venue. The roars of the Kolkata crowd, the sweat of legends, and the echoes of history converge here, making Eden Gardens nothing less than a pilgrimage for cricket lovers. As it continues to host future epics, its legacy as the heart-beat of Indian cricket remains unshakable.



# Rathayatra of Ukhra



WHEELER Kinjal Bose

**R**athayatra is celebrated in several districts of West Bengal with pomp and grandeur. In some families, the chariot is made of brass instead of wood. These brass-drawn chariots are famous and spread across different parts of West Bengal. One such brass chariot can be found in Ukhra situated in the Kanksa block of Paschim Bardhaman district of West Bengal.

Rathayatra marks the beginning of the festive season. It is on this auspicious day that the 'kathamo puja' of Maa Durga is performed in many traditional households. Rathayatra in Ukhra was started by the Late Sambhunath Lal Singh Hunday way back on 9th Aashar, 1248 Bangabda i.e., 1841

as per the Gregorian calendar. In the early years, the chariot was made of wood. But in the year 1850, the chariot was converted to brass measuring about 30 feet in height.

It was built by Radhaballav Mehatari (Karmakar) of Birbhum.

Durga Puja of the Hunday family is equally popular. Sambhunath Singh Hunday started Jhulanyatra and Rashyatra along with Rathayatra in Ukhra. Possibly, the Durga Puja also began around the same time as these festivals.

The pancharatna Ramchandra Jiu Temple was founded by Meruchandra





chariot has been drawn by a tractor but earlier, the family members used to draw the brass chariot with the help of a rope. The rath began to move through the crowded streets with people and devotees taking turn in pulling the rope. The chariot usually travels up to Vajpayee More before returning to the temple.

On both the days of the festival, a huge fair takes place on the Rathtala Road in Ukhra which attracts a lot of local visitors.



Hunday in 1739 A.D; while the Gopinath Jiu Temple was established in the year 1801 by Bakhtar Singh Hunday. The Hunday family has two brass chariots – one big about 30 feet in height and another comparatively small measuring 12 feet. Previously, both the brass chariots were used during Rathayatra, however, presently only the big one is in use. Both the brass chariots are kept in the 'ratha griha' throughout the year.



On the evening of Rathayatra, Gopinath Jiu and Radharani are brought out from the main temple in a palanquin and brought to the 'ratha griha'. Before the idols are placed inside the chariot, they circle around it thrice, as per tradition. For the past fifteen years, the brass



# Wheels City By The Night Drive Tour



Wheeler Sandip Hunday

Publishing 200 editions of a magazine is a phenomenal milestone for any publication. With general reading habit witnessing a decline and print journalism slowly fading away, this landmark was indeed very special for Guide India Publication. So when Kolkata on Wheels reached this milestone, a two-fold event was planned to celebrate this special landmark. The first being a one-of-its-kind WHEELS CITY BY THE NIGHT DRIVE TOUR which was held on Saturday, May 10, 2025 followed by a gala meet WHEELS CONCLAVE on Saturday, May, 24, 2025.

**K**olkata, a city deeply enriched in history and culture, boasts an extraordinary collection of architectural marvels that reflect its grand past. It stands out as one of the few metropolitan cities in India with such a profound built heritage that is still around and that remains untouched by the relentless waves of real estate development. As evening falls over the City of Joy, some of these heritage structures are lit up, and you can see the wondrous architectural details, showcasing echoes of the past. Keeping this in mind, a unique event - Wheels City By The Night Drive Tour - was planned for Wheelers and their families & friends.

As a ritual of Wheels Drive Tours, a convoy of around 25 cars with 90+ Wheelers along with their families and friends took part in this historic drive across the city of Kolkata covering several heritage buildings of importance. The participants had assembled at Babu Culture in Salt Lake around 7.00 pm. After an adda over a sumptuous and traditional Bengali dinner, the convoy was flagged off at 9.30 pm.

Our first destination was ST. JAMES CHURCH located on AJC Bose Road near Entally, which is popularly known as JORA GIRJA for its twin spires. It is one of Kolkata's most elegant churches built in 1862. It is adjacent to the St. James School. With prior



permission, we were allowed to enter the campus as well as elegant church hall and take a few photographs at will.

After spending some time, we proceeded to our next destination SATYAJIT RAY'S HOUSE located on Bishop Lefroy Road. It is the residence where Ray lived and was later named as a Grade 1 Heritage Building for its architectural significance and its role in the city's cultural history. This designation not only preserves the physical structure but also celebrates the artistic journey of one of India's most beloved filmmakers. We witnessed the rich ambiance of the area with Victorian-era-style lanterns on the entire Bishop Lefroy Road along with fixtures featuring creative replicas of posters from Ray's acclaimed films, all intricately designed by him. This stretch of road has evolved into an open-air



gallery, showcasing the unique artistry that has captivated audiences worldwide. We stopped for some time to enjoy this nostalgic experience and captured photographs as mementos to be cherished in the future.

Our next destination was the majestic VICTORIA MEMORIAL located on Queens Way. Victoria Memorial needs no introduction to the Kolkatans. Relentlessly referred to as the Raj's bid to rival the Taj Mahal once and for all, the Victoria Memorial takes its place of pride, as one of the greatest buildings of the modern world. Kolkata is indeed lucky to have in its possession one of the finest museum memorial buildings anywhere to be had on the planet. Victoria Memorial is considered to be one of the most elegant and restrained manifestations to initially represent colonialism in the world and looks splendid post dusk as this architectural marvel is illuminated in a dazzling display of art. It was a mesmerizing view of the monument at night with full illumination.

The convoy then moved on to the next destination, PRINSEP GHAT. The Prinsep Ghat is a Palladian porch erected in the memory of the eminent Anglo-Indian scholar and antiquary James Prinsep. It was designed by W. Fitzgerald and constructed in 1843. Located between the Water Gate and the St George's Gate of the Fort William, the monument to Prinsep is rich in Greek and Gothic inlays.





It looks marvellous after sun down once illuminated and an ideal place to take photographs which we all did.

We moved on towards the Dalhousie area along the banks of the Hooghly River on Strand Road. Unlike during the day time it was calm serene. We crossed the mighty office of the State Bank of India (SBI) on Strand Road is a prominent landmark of the city's skyline. It is officially known as the SAMRIDDHI BHAVAN AND houses museum inside. The gigantic structure is worth a visit.

The next was the iconic Kolkata GPO in the heart of the Dalhousie is now called BBD Bag. The General Post Office (GPO) in Kolkata, has a rich history, tracing back to 1774 when it was established by Warren Hastings as India's first general post office. The building's construction, which began in 1864, was designed by Walter B. Grenville and completed in 1868. The GPO is a central landmark in Kolkata, serving as the city's central post office and the primary post office in West Bengal. The museum inside displays an excellent collection of artifacts and stamps. We spent quite some time in front of this iconic building taking photos of the imposing structure with high domed roof and tall Ionic-Corinthian pillars

truly offers a visual pleasure.

It was getting late so we had to proceed to the next destination on the list – GIRISH BHAWAN. This is the famous heritage house of Girish Chandra Ghosh in north Kolkata who was a famous playwright and actor.

He was largely responsible for the golden age of Bengali theatre. He co-founded the Great National Theatre, the first Bengali professional theatre company in 1872, wrote nearly 40 plays and acted and directed many more and later in life became a noted disciple of Sri Ramakrishna.

Our final and last destination of the Wheels City By The Night Drive Tour was NETAJI'S STATUE located at Shyambazar five-point crossing, one of the busiest areas in north Kolkata. This is one of the most important statues and landmarks in Kolkata. History says that the statue of NETAJI SUBHAS CHANDRA BOSE was sculpted by Nagesh Yoglekar and was unveiled by Kolkata Municipal Corporation in 1969.

The drive finally concluded with a group photograph under the Netaji's Statue from where everyone dispersed. It was a fantastic experience for all the participants to cherish and take home the wonderful memories.





# Au Revoir, Lalda!

 Wheeler Arnab Bhowmick

It is with a heavy heart that we bid adieu to **Uttam Bose**, more lovingly referred to as Lalda. He was more than just a member of Team Wheels; he was the livewire of our team, always ensuring everyone was well-fed and cared for, fondly nicknamed 'Food Minister' or 'Khadya Mantri' irrespective of whether we were on a Drive Tour or during our team meetings in the KOW office. His passion for travel was infectious, and he brought that same adventurous spirit to everything he did. We will truly miss his fiery spirit and the incredibly soft heart that lay beneath it. He had a unique way of looking out for all of us. Our thoughts are with his loved ones during this difficult time. **Lalda**, you will forever be deeply missed.



## ANNOUNCEMENT



## 8th Corporate Car Treasure Hunt

Venue: DeSovrani

Open to All



## Independence Day Drive Tour

Destination: Panchalingeswar

For Wheelers &amp; Guests

# Happy Birthday to Wheelers

NAME	DATE
Sudipta Roy	01-Jun
Abhijeet Mukherjee	02-Jun
Siddhartha Majumdar	2-Jun
Tridib Ghosh	03-Jun
Sujit Kr. Chowdhury	03-Jun
Abhijit Dasgupta	03-Jun
Raktim Gangopadhyay	05-Jun
Pratip Basu	06-Jun
Pijush Ranjan Chowdhury	07-Jun
Sayantan Mukherjee	07-Jun
Surya Narayan Jaiswal	08-Jun
Dipayan Dutta	08-Jun
Swagata Guha Mustafi	09-Jun
Prithveer Roychowdhury	10-Jun
Amit Srivastava	11-Jun
Partha Sarathi Ganguly	12-Jun
Jay S Kamdar	12-Jun
Barnali De	14-Jun
Aditya Narayan Chakraborty	14-Jun
Sandipan Mukherjee	14-Jun
Abhijit Das	15-Jun
Vijay Kumar Jain	15-Jun
Subhas Chandra Sarkar	15-Jun
Shaik Mohammed Habib	15-Jun

NAME	DATE
Sandip Kumar Bhattacharya	16-Jun
Raj Kumar Sharma	16-Jun
Gourav Bhattacharyya	16-Jun
Joyanta Chatterjee	17-Jun
Kinjal Bose	17-Jun
Santanu Ghosh	18-Jun
Indrajit Saha	18-Jun
Sajal Roy	18-Jun
Debasish Bose	18-Jun
Bidyut Ghosh	19-Jun
Bhaskar Ghosh	20-Jun
Sapan Singh	20-Jun
Pratip Mukherjee	21-Jun
Sujit Kumar Das Sarma	21-Jun
Anjan Das	23-Jun
Indraniil Roy Chowdhury	24-Jun
Narayan Roy Chowdhury	25-Jun
Gapinath Adhikary	25-Jun
Abhijit Dutt	26-Jun
Dipali Poddar	29-Jun
Kamal Dutta	30-Jun
Tapen Dutta	30-Jun
Soumitra Kumar Shaw	30-Jun



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