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on

WHEELERS

your autoventuring guide around the city

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KOLKATA on WHEELS

your autoventuring guide around the city



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The world around us is changing every single second. To keep pace with this changing world, we need to reinvent ourselves every day and the best way to do it is to welcome this change, and at the same time strike a balance between the old and the new. As you all know, the media acts as the catalyst and helps us to strike this balance. Although, there are plenty of newspapers and magazines (news-based, lifestyle oriented *et al*) available in the market, you just wouldn't mind leafing through a new magazine or surfing a new channel in a bid to find out just how 'different' it is and how much it would help you to become part of this new world.

Today, variety is what matters the most. At Guide India Publication, we feel, that the time has come to present our old good Kolkata in a new light. Yes, our city is changing yet, we all agree this is one city that has juxtaposed the old and the new and there's something for everyone. Kolkata has character, tradition and at the same time it is in-sync with the modern times. Our Kolkata is wheeling towards progress for sure. Our magazine, *Kolkata on Wheels*, seeks to present this new Kolkata, especially for the city motorists. We are sure that once you leaf through the magazine you would be really keen to discover Kolkata in a new light.

Wish you Happy Wheeling!

Souvik Ghosh
Editor
Kolkata on Wheels



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A TAXING PROBLEM

Buying a car in West Bengal means you will have to pay higher road tax. We take a closer look at this 'pricey' phenomena

Debjani Bandyopadhyay

If you are a resident of West Bengal, think again if you are about to buy a car in this state. No, not because the fuel prices are on the rise, but because of the fact that you will have to pay higher road tax. Car owners in West Bengal are troubled by a huge hike in the controversial one-time road tax introduced five years ago. The State Government hiked the levy on cars and multi-utility vehicles by 25 per cent to 100 per cent, delivering a body blow to the middle-class car owning aspirations. It also created an extra slab for high-end vehicles, with engines above 2.5 litre.

So, by owning a car in the city you could end up creating a bigger hole in your pocket. Hence, people often buy a car from one of the neighbouring states. In fact, because of the higher road tax and special taxes in West Bengal, prospective car buyers prefer to buy cars from the neighbouring states. And that is not great news. With this trend going strong, the state is actually losing out on revenue. But, what also holds true is the fact that when the government needs money, the best way to procure it is by targetting private vehicle-owners. Says Barun Ghatak, a transport economist, "If you take into account all the tax components, West Bengal has the highest road tax in the country."

Bikram Sain, a senior vice-president with a shipping company, had the shock of his life when he went to buying a new SUV. "I had to churn out Rs 45,000 just as road tax and special tax. I really felt hoodwinked. It is something unheard of. I should have bought the car from another state," said Sain. "Specialists feel that the private car owners in the state are a soft target for the

government. "The government targets the car owners because as an individual the car-owner's voice will be largely unheard," said Motor Vehicles Trainers' Association general secretary Bimal Guha.

While a taxi owner pays a yearly tax, a private car owner is bound to pay road tax for five years. In case of two-wheelers, it is for life time of 15 years at a time. The life of private car owners has become even more difficult with the recent hike in road tax. Transport Minister Subhas Chakraborty claimed that this hike was necessary to improve road infrastructure since the vehicle count had gone up 20 times in the past two decades. The reality is that roads in the city are actually going from bad to worse.

Congress Legislature Party leader Manas Bhunia commented that this sharp hike had made car ownership in West Bengal one of the most expensive in the country. It will affect car sales and offset the recent reduction in duty on petrol and diesel.

"I think Kolkata's road tax is highest in the country. What a Delhi car-owner pays as a life-time road tax, a Kolkata car-owner pays almost the same amount for five years," said Suresh Khanna, one of the biggest four-wheeler dealers of the city.

Those eagerly awaiting the launch of a Tata Nano or hoping to purchase the tried and tested Maruti 800, will have to shell out Rs 10,550 for a one-time tax and an additional Rs 4,000 in special tax if the car is air-conditioned. Cars with 2,500 cc engines will draw a whopping Rs 45,000 in one-time and special tax which are valid for five years. Is this trend justified?





FREEZE FRAME

Freeze Frame

Do you know your city well?
Then identify this location in Kolkata.



Send us your answer at
reply@guideindiapublication.com.
The first correct entry will win an
attractive prize.

The correct answer to last month's
'Freeze Frame' question is '**Rabindra Sarobar**'.

Congrats!

The winner of last month's
Freeze Frame contest is
Emily Matilal (emilymatilal@yahoo.com)

Pix credit : Sanjoy Mukherjee



There's more. Read on.....

You can also showcase your photographic skills in this
space. Just send us interesting photos about cars and
Kolkata that you have clicked and we will publish the
worthiest one with your byline.

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TREASURE HUNT

treasure hunt

Want to add some speed to your dull weekends?

Welcome to the Treasure Hunt of *Kolkata on Wheels*.
Every issue, we will give 2 clues to check your *funda* on
Kolkata. Just take your car and hunt around the city.
The first correct entry will get bumper gifts!

Here are your two keys to the treasure for this month-

1. a) What is the name of the monolith designed stone monument which was constructed to commemorate the fall of the Indian troop at the First World War?
b) Where in Kolkata is it located?
2. Lord Dalhousie had brought a Burmese Pagoda from Prome, Burma and had reassembled the same in Kolkata in the year 1856. Where in Kolkata is this Pagoda located?



Congrats!

The winner of
last month's
Treasure Hunt contest is
Mr. Chiranjit Goswamy
(chiranjit77@hotmail.com)

The correct answers to last month's 'Treasure Hunt' questions are
(1) **BLA 7169** (The regn. no. of Netaji's car)
(2) **Sangeet Kalpataru** (The name of the book written by
Swami Vivekananda)

Rush your replies to:
reply@guideindiapublication.com



A sad day as Nano drives out of Bengal

Pradeep Goptu, Resident Editor of Business Standard, speaks on some important automobile industry issues affecting West Bengal in an interview to Joydip Sur

As Colum Murphy, a friend of mine who works as the deputy editor of the highly-respected international business news weekly called the *Far Eastern Economic Review*, says in a recent article, "This year's Diwali will be bittersweet for the people of West Bengal. October was supposed to be the month when the first Nano rolled off Tata Motors' assembly line in Singur, a town of around 20,000- one hour's drive from Kolkata." But disputes terminated work on the project, and the "one-lakh" (\$2,500) car drove out of Bengal as a result.

Nano has found a new home in Gujarat since then. Our state has lost the project to build what is easily one of the most famous cars in the world because of its unique price and state-of-the-art design components.

Murphy in his article quotes me as saying, "Singur is a problem because the government did it. The government should not be messing about with land. Instead, it should leave it to the farmer and the investor to work it out and buy through bilateral deals".

This is exactly how I feel, and how I wish this had been followed to keep the Nano in our home state. We must remember that there are several cases in West Bengal where private companies have successfully acquired land from farmers in a manner acceptable to all parties involved. The acquisition of land by JSW Steel and by Indian electronics firm Videocon went smoothly, thanks to a proper consultation process between the parties involved and appropriate financial compensation.

In addition, the government could create a regulatory framework that would allow for the smooth exchange of land between farmers and industrialists. In this way, the government's role would be that of facilitator, and not as negotiator. The government acquired around 1,000 acres of land for use by Tata and work on the site began at the beginning of 2007.

In the future, more land will have to be switched from agricultural use to industrial use if the state hopes to give jobs to its growing population of young people.

Murphy refers to Anupam Ray, associate director of KPMG Advisory Services in Kolkata, who expects the working population

in West Bengal to grow by an additional 20 million between now and 2021.

If the contribution made by manufacturing to the economy is not increased from the current 11 per cent, a high rate of unemployment in the future "is not unrealistic" Murphy quotes Ray as stating.

Mind you, the Nano did not come cheap. As a source in the West Bengal government's finance department said, the state had made budgetary provisions that would run into several hundred crores every year for 20 to 30 years to attract Tata Motors' Nano project to Singur.

Responding to questions raised on the basis of the contract signed between the

committed to extend a loan of around Rs 400 crore a year at 0.1 per cent interest, payable monthly, for 30 years, as a matching amount for the value added tax (VAT) received by the state at the rate of 12 per cent on every car sold.

The 12 per cent VAT on the Rs 1 lakh base model would go up if more of the upper-end versions of Nano were sold, so the amount of the loan to be extended to Tata Motors Ltd. could surge.

The state would also extend a loan to match the central sales tax collected on the vehicle, payable on each car sold outside the state, or aggregates of such cars sent to other factories, and this commitment was

expected to cost the state at least Rs 50 crore a year, given the installed capacity of the Singur plant to make 350,000 cars and generate components and aggregates for up to 500,000 cars.

The state government had also promised Tata Motors subsidised power at the rate of Rs 3 per kilo watt hour (kwh), or at around half the price of power charged to high-tension industrial consumers in the state at present, in perpetuity.

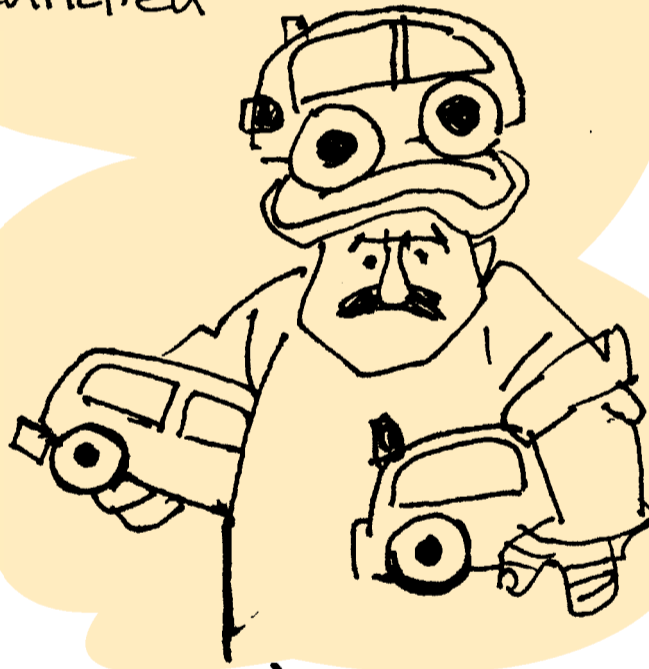
This in turn would mean extending support to the tune of up to Rs 70 crore a year for the 997-acre factory zone comprising the mother plant, the ancillary and component facilities and all related infrastructure under the current power tariff structure.

Incidentally, land for the factory had also been provided at a subsidised rate with 645 acres being provided to Tata Motors at Rs 1 crore a year against market rate of Rs 19.3 crore a year in that area, and with 290 acres being provided for the vendor and related facilities units at Rs 23 lakh a year against a market rate of Rs 8.7 crore a year.

This excluded the cost of acquisition of the land pegged at around Rs 120 crore. So there were pluses and minuses on both sides but there was no problem that could not have been overcome.

The tragedy of Bengal is that we failed to be sensible and, hence, these problems swamped us.

one for my children



state government, Tata Motors and West Bengal Industrial Development Corporation (WBIDC), the source said the state would also match any additional benefits accruing to factories in hill states like Uttarakhand, were these states to receive any further incentive packages in the future.

At the end of 2006, the state government had disbursed the first part of its support to Tata Motors in the form of a soft loan of Rs 200 crore at an interest of one per cent per year repayable in five equal annual instalments from the 21st year from disbursement of the loan, entailing a lock-up of the capital and loss of interest income on the amount for the entire tenure.

At a simple rate of 12 per cent a year, the interest subsidy would cost the state about Rs 25 crore a year. The state had



WHAT A MARVEL!

Jayeeta Ganguly

Kolkata has always been known as the 'City of Palaces' and a recent visit to Marble Palace, located at Mukhtar Babu Street off Chittaranjan Avenue confirmed that. I was probably four or five years when I had first visited Marble Palace, which was built in 1835 by Raja Rajendro Mullick Bahadur and was christened as the Marble Palace by Lord Minto as 126 different types of marbles from all over the world were used to create this beauty.

Of course, back then, neither the history of the place nor the exquisite works of art — ranging from statues to paintings to *objet d'art* to furniture — had appealed to the young mind. It was the zoo and the aviary that had impressed me the most.



Raja Rajendro Mullick Bahadur

Since then much time has passed and never in those passing years did I have the good fortune to visit this beautiful mansion. But then, recently Lady Luck shone on us — the editor, the managing editor, the photographer, his assistant and me. And we were able to knock on the gate of the illustrious Marble Palace — our very own Acropolis.

Usually C. R. Avenue wears a busy look, but the day we had set our date with the Marble Palace, we reached the Mahatma Gandhi Road crossing in record time and soon came across a narrow lane on the left at

the corner of which stood an yellow and blue sign board announcing that now we will have to turn left for 'Marble Palace'. We did and soon arrived at the Palace, shining as brightly as a marble.



A view of the first floor verandah

We were awestruck even before we entered the premises. A *ballamdhari* guard welcomed us and just as the car went around the front lawn, we saw a beautiful marble fountain and four lions in four corners of the lawn. The moment our car was parked, we were received by Brotindro Mullick (seventh in descent from Raja Rajendro Mullick Bahadur) who took time out from his busy schedule to spend the day with us.

We learnt that the Marble Palace is one of the oldest mansions of the city. It is older than St Paul's Cathedral, G.P.O. and the High Court buildings and it is set on 12 acres of land. The area houses the Palace, the residential quarters, the temple of Lord Jagannath, the zoo, the aviary and so on. It is still a working residence.



We first went to pay our respects to the statue of Raja Rajendro Mullick Bahadur. Born June 24, 1819, he was the adopted son of Nilmony Mullick, a successful businessman, who was known for his high intellectual attainments and his charity works. Raja Rajendro Mullick was only three when his father passed away. Soon, thereafter, a civil suit was started between his mother, Hiramoni Dasi and his cousin



A beauty in bronze

Vaishnavdas Mullick. It was around this time that the Supreme Court appointed noted barrister Sir James Hogg as Rajendro's legal guardian. Rajendro Mullick grew up to be a man who exuded moral strength, uprightness and fearlessness. His worldly wisdom complimented his aesthetic sensibility and he was known for acts of benevolence. In 1866, during the Orissa famine, he opened a free kitchen in Calcutta where hundreds of starving destitutes were given free meals. This tradition of free kitchen exists even today and food is served to destitutes and no distinction is made on the basis of caste and creed.

The titles of Rai Bahadur and Raja Bahadur were conferred on Rajendro Mullick in 1867 and 1878 by the Government for his charity work. He also donated many rare species of animals and birds to the Zoological Garden. He built this Palace when he was just 16 years old and he wanted it to be 'the temple of art and beauty'. Raja Rajendro Mullick Bahadur died on April 14, 1887, but his legacy lives on. And we couldn't wait to be a part of it ourselves.

So, our next step was to take a closer look at the fountain and the lions (which is the insignia of the Mullicks) on the front lawns. The

fountain depicts the four seasons and is a beauty in itself. After inspecting the lawns and the pool area, we walked down the long alley on the western side of the house to enter the Billiard's room where the heads of two moose deer welcomed us.



A view of the main worship hall and the courtyard

Once inside, we were rivetted to the spot. We just did not know where to start this adventure from. Should we just sit down on the cool marble floor and gape at the beautiful designs or should we admire the bronze dancing girls, or the statues of Apollo and Mercury or just allow the sheer grandeur of the room to sink in? Talk about being in a dilemma!

After spending about 20 minutes in this one room (which, of course, as the name suggests, possesses a huge billiard's table which is at least 100 years old), we stepped into the next one. Here, the lights were off and we were for a second greeted by a larger-than-life figure. We were a wee bit intimidated. When the lights were switched on, we came face-to-face with a statue of Queen Victoria, carved from a single piece of wood. Brotindro Mullick informed us that the statue was originally placed at the helm of a ship that was shipwrecked at the Calcutta Port and then it was brought to the Palace. You will have to see it to believe it. Majestic is the word that can describe it best.

Well, this was the beginning of our tour. It took us three hours to explore the Palace. Right from the reception hall to the *thakur dalan* to the courtyard to Ruben's chamber, the Ball room and Durbar hall (these are located upstairs)— Marble Palace revealed to us why it should be called the Marvel Palace. Take a look at the box titled 'What Left Us in Awe' and you will get some idea. But, you will have to come here and explore it yourself. Because if you don't, you are not a true blue Kolkatan.

Front view of Marble Palace





PAST PERFECT

Reynolds, Raja Ravi Verma, Bijoy Chandra, the sculptures, the clocks, the statues of various Roman gods and goddesses, Madonna, Jesus Christ, Lord Buddha (on the lawns) Sophocles, Napoleon, Chinese vases, Burmese incense burner and many other paintings, antiques and *objet d'art* will leave you spellbound.



A statue of Lord Buddha gracing the artificial hill

Every nook and corner of this Palace showcases the eclectic aesthetic sense of Raja Rajendro Mullick Bahadur. But our journey was far from over. There was still so much to check out. Like the zoo where we found some really energetic spotted deer and the two-horn antelope, the aviary which is the home to the *saras*, geese, ducks and some beautiful birds and the artificial hill which has a majestic lion protecting the mouth of a cave.

Seriously, Marble Palace has so much to offer and you can don the mantle of Indiana Jones and explore the rich cultural heritage of the Palace. Or you can just be like Alice in Wonderland. We were a little bit of both. It was 4.00 pm when we bid adieu to the Palace but each one of us made a silent promise that we will be back again, soon.

And we just can't wait to fulfill our promises!

Fine Points

Address: 46, Mukhtaram Babu Street, Kolkata: 700 007 (Near Mahajati Sadan on C. R. Avenue)

Timings:

10 am-4 pm daily, except for Mondays and Thursdays

Photography: Strictly prohibited

Parking: Allowed within the Palace premises

Admission: Admission is free for Indians, but foreign tourists will have to take permission from the West Bengal Tourist Information Bureau 24 hours in advance before visiting the Palace.

Contact:

Tourism Centre, 3/2 B. B. D. Bag, (East), Kolkata -700 001.

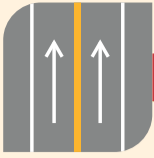
Phone: (033) 2248-8271, 2248-8272, 2248-8273, (Reservation & Information Office), E-mail: www.wbtourism.com

WHAT LEFT US IN AWE

- The statue of Raja Rajendro Mullick Bahadur
- The fountains and the lions on the lawns of the house
- The bell that still announces its presence
- Colonnade: Don't miss out the statue of the Viking Knight which was featured in the movie *Raja Shaja*. Uttam Kumar had given a shot under this statue
- The statues of Sophocles, Thalia (comic muse) and Melpomene (tragic muse)
- The wood work on the ceilings and the designs on the marble floors
- A wooden statue of Queen Victoria
- Billiard's room: Figures of two bronze dancing girls, the Chinese vases, the statues of Apollo, Mercury, the grandfather clock
- Reception hall: The four bronze figures depicting the four seasons, the figures of Dawn, Agriculture and Commerce, the Burmese incense burner, an ivory task
- Worship hall: Statues of Laxman and Surpanakha, Karna and Draupadi and the chandeliers designed like a lotus and floating angels
- Worship Hall: The painting of *Diana Hunting a Boar*, a pair of Indian cranes (bronze), statues of Cupid and Psyche
- Courtyard: The four statues depicting the four continents — Europe, Africa, America (pre-Columbian) and Asia
- The Stairs (made from original Burma teak): The paintings of *Queen Victoria with her family* by Winterhaultler, *Maharani of Travancore* by Raja Ravi Verma, *Raja Rajendro Mullick Bahadur* by Chinching from China, *Galileo's Demonstration*, to name a few
- Ruben's Chamber: Ruben's original masterpieces like *Battle of Amazons*, *Marriage of St Catherine*, *Matyrdom of St Sebastian*. Check out Sir J Reynold's *Infant Hercules Strangling the Serpent*, the *Mars and Venus* by Verrocchio
- Ballroom: The beautiful chandeliers, and the floor to ceiling Belgian mirrors, the vases made from transparent marble
- Durbar Hall: Photograph of Lord Minto with his autograph, the four statues depicting the four stages of a woman, paintings by Bijoy Chandra
- Note how the whole Palace is 'lifted' — it has tunnels passing from one end to the other
- Don't forget to check out the zoo, the aviary and the artificial hill

A view of the Reception Hall





FAST TRACK

Getting around ESPLANADE

Team Wheels

Reaching any destination in the fastest possible time is always on a motorist's mind. But during the busy hours of traffic, this becomes a real daunting task. However, it is not entirely impossible to avoid the congested roads and get to your destination in quick time. But motorists often forget one simple theory. The shortest route to a destination is not always the fastest one. This is a very common mistake made by hundreds of motorists every single day. Often, the motorists are so pre-occupied with the thought of the shortest route that they become completely oblivious about the fastest one.

Never mind! Its time to put your brain cells to rest since *Team Wheels* has come up with just the right solution to your problems. Each month

we will be informing you on how to bypass a main road congested with heavy traffic so that you never have to say sorry for being late again.

In this issue we will focus on how to get around Esplanade - one of the busiest points in the city. Now, as Kolkatans, we all know that Esplanade is the heart of the city. It leads to the north, the south, the central - we are sure you get the picture. And that is not all. It also leads to Howrah- not just to the station but beyond. Over the passage of time and with the sharp rise in the number of cars on the road, Esplanade has become a congested hub and it most definitely has all the potential to boggle your mind. But, not if you know how to manoeuvre your moves in and around this maze. Study the map and be your own master.

Directions of traffic shown are from 7 a.m. to 1 p.m. →
 (Direction of traffic will reverse from 1 p.m. to 10 p.m.)



One-Way Traffic Guide

Name of the Street	Direction	Time
Rani Rashmoni Road	South to North	7 A.M. to 1 P.M.
	North to South	1 P.M. to 10 P.M.
Ripon Street between Rafi Ahmed Kidwai Road and Free School Street	West to East	7 A.M. to 1 P.M.
	East to West	1 P.M. to 10 P.M.
Royd Street	East to West	7 A.M. to 1 P.M.
	West to East	1 P.M. to 10 P.M.
Mirza Galib Street (Free School Street)	South to North	7 A.M. to 1 P.M.
	North to South	1 P.M. to 10 P.M.
Rafi Ahmed Kidwai Road	North to South	7 A.M. to 1 P.M.
	South to North	1 P.M. to 10 P.M.
Sudder Street	West to East	7 A.M. to 1 P.M.
	East to West	1 P.M. to 10 P.M.
Nellie Sengupta Sarani (Lindsay Street)	East to West	7 A.M. to 1 P.M.
	West to East	1 P.M. to 10 P.M.
Lenin Sarani	West to East	24 Hrs
S. N. Banerjee Road	East to West	24 Hrs
Kyd Street	Both Ways	24 Hrs
Marquis Street	Both Ways	24 Hrs

→ One-way traffic (7 am-1 pm / 1 pm-10 pm)

→ One-way traffic (24 hours)

— The beginning & the end point on which the One-way is applicable

□ No symbol on a road indicates both way flow of traffic



EVENT



Lt. Gen. P. K. Goel, AVSM, VSM, Chief of Staff, Eastern Command flags off the event



Mr. K. Hari Rajan, Addl. Commissioner of Police, Kolkata Police at the event



148 cars rearing to go



The participants eagerly waiting for the result

On The Winning Trail

Joydip Sur gives you the lowdown on the JK Tyre – Kolkata on Wheels Event that recently rocked the city

When was the last time you zipped, zapped and zoomed around the City of Joy in your car on a Sunday? Well, if you were a part of the 'JK Tyre Kolkata on Wheels', event that was held on 28th September, 2008, to mark the launch of the Kolkata on Wheels magazine, you can give a pat on your back. And just in case you were not part of this event, you can read on to get inspired.

Now, let's give you, dear readers some more details. The event was organised by Guide India Publication, the publishers of Kolkata on Wheels the first city centric car and lifestyle magazine of Kolkata. The event was sponsored by JK Tyre, Castrol and Bosch and supported by Kolkata Traffic Police, Automobile Association of Eastern India, Rotary International District 3291 and Bengal Motor Sports Club. The event aimed at creating awareness among the motorists on safe city driving skills.

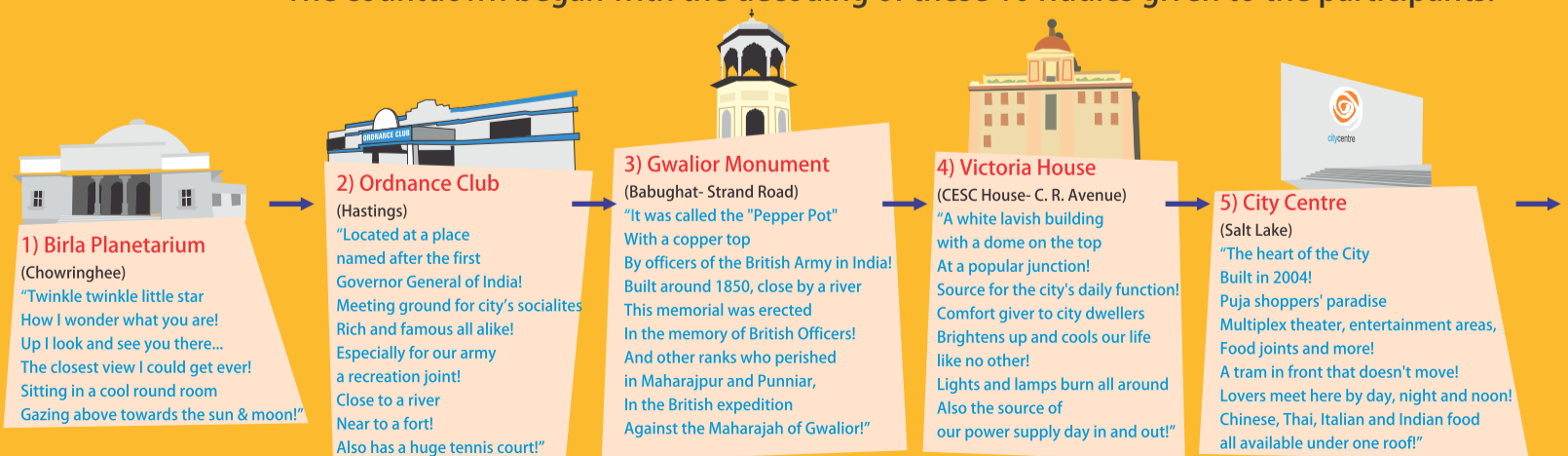
A bandwagon of 148 cars and almost 600 participants took part in this unique event. The participants arrived at the Territorial Army Institute Grounds at 8 am to be part of the event which was meant for young and the young-at-heart.

The cars were formally flagged-off at 10 am by Lt. Gen. P. K. Goel, AVSM, VSM, Chief of Staff, Eastern Command and Mr. K. Hari Rajan, Addl. Commissioner of Police, Kolkata Police. Mr. Rakesh Kandhari, Senior General Manager, JK Tyre & Industries, Mr. Sujit Sen, Regional General Manager, Castrol Limited and Mr. B. P. Phadke, Regional Manager (East), Bosch Limited, were also present at the inaugural ceremony.

The countdown began with the decoding of the 10 riddles given to the participants. The correct answers to these tricky riddles led the participants to ten destinations in and around the city. Once the participants arrived at the correct destinations, a questionnaire containing three questions was given to them. These questions were based on the contents of the Kolkata on Wheels magazine, the city of Kolkata and issues of safe driving.

Three steps to fun:	Point distribution:
(1) 10 puzzles were given to the participating teams. Correct answers to these 10 puzzles led the participants to 10 destinations in and around the city of Kolkata covering a distance of 50 kms approximately. The puzzle tested how much the participants knew about the city.	70 Marks x 10 Destinations = 700 Marks
(2) At every correct destination, a questionnaire containing three questions was given to the participants. These 30 questions (three questions x 10 destinations) were based on the content of the 'Kolkata on Wheels' magazine, the city of Kolkata and issues of safe driving.	10 Marks x 30 Questions = 300 Marks
(3) All the participating cars were being secretly monitored by hidden cameras on the basis of proper driving skills together with obedience to all necessary traffic rules and regulations required on the competition stretch.	Penalty for traffic violation recorded on hidden camera = 100 Marks deduction

The countdown began with the decoding of these 10 riddles given to the participants. –





Presents
KOLKATA
on

WHEELS

...a Car Event with a difference!

The participants, of course, had a gala time. While they put their heads together to arrive at the correct answers, their cars were being secretly monitored by hidden cameras that kept a tab on whether or not the participants adhered to the traffic rules and regulations.

Fun, excitement and energy were the hallmarks of this event which was a grand success, thanks to its sheer magnanimity and also by the virtue of being the biggest car event in the city till date. Everybody wanted to be the winner, but at the end of the day the participants were really happy to be a part of an event that allowed them to enjoy a day with their families and friends.

The endeavour taken up by Guide India Publication juxtaposed education with fun. At the end of the day, many participants wanted to know when again can they set on the trail of glory. All we would like to tell is keep your fingers crossed and watch this space for more.



Unveiling the Kolkata on Wheels magazine



Press briefing in progress



'Krosswindz' enthralled the audience with their popular numbers



Winners of the 'All Ladies Team'



The winning team collecting the prizes from artist Piu Sarkar

Prizes	
First Prize	– Rs. 15000/- & Car of the City Trophy & Plaques
Second Prize	– Rs. 10000/- & Plaques
Third Prize	– Rs. 5000/- & Plaques
Fourth Prize	– Rs. 3000/- & Plaques
Fifth Prize	– Rs. 1000/- & Plaques

Special Prizes	
	- 5 Tyres absolutely free from JK Tyres to the 'All Ladies Team' and 50 % discount on the purchase of tyres by the top five teams.
	- 10 Jackets presented by CASTROL
	- 10 Car Horns presented by BOSCH

Take a look at the boxes below to know what we mean.





"I am fascinated with the other world..."

... AND THAT IS EXACTLY WHAT ARTIST PIU SARKAR EXPLORES IN HER PAINTINGS. IN THIS INTERVIEW SHE TALKS ABOUT HER WORKS, HER FUTURE PLANS AND ALSO GIVES AN ADVICE OR TWO TO THE MOTORISTS OF KOLKATA

Q. You were present at the launch of *Kolkata on Wheels*. How did it feel to be part of the event?

Wonderful. It was a really nice event and one-of-its-kind in the city. The enthusiasm of the participants was infectious. I had a good time. I think such events should be organised more often.

Q. You started your career as a model. When did you start painting?

I have been painting for the last nine years. I believe that art is life and painting is a way to self-discovery and I am fascinated by the concept of the other world, the 'universe of possibilism', the unconscious mind. I believe that this outer world runs parallel to the world we live in and it has tremendous energy that is just waiting to be discovered. I have been influenced and inspired by the works of Plato, Dali, Freud, Carl Jung's theory of 'collective unconscious' and Lacan and I try to explore and depict this other world, our unconscious mind through my paintings.

Q. You just got back from an exhibition in Mumbai. How was the response?

The response was really good. In fact, I have always received commercial success and critical accolades in Mumbai. The exhibition



was entitled 'Matters of Mind' and as the name suggests it reflected the existence of 'matters around me' (conscious mind) and 'matters above me' (the unconscious mind). You can say that through the paintings I was searching for what lies beneath the 'human science', the paintings were a quest to discover the inner voice. Besides Mumbai, my works (solo and group) have been showcased in Delhi, Abu Dhabi, Singapore *et al* and they have been well-received.

Q. What about Kolkata? Has Kolkata been elusive in recognising your talent?

Well, Kolkata is the place for artists. People here understand art and have tremendous respect for artists. This is where I belong. But yes, for some reason my works have received better response outside the city. I don't mind that. As long as my works are being appreciated and also receiving commercial success, there's no regret or complaints. Also, it is a good thing to go beyond the physical boundary of the place you belong to — once you are recognised outside, people in your home town too will someday get up and take notice.

Q. What's keeping you busy these days?

Well, I am busy with my paintings and I am also writing a book on Carl Jung's theory of 'collective unconscious.'

Q. Now, let's take a detour from your artistic world and talk about cars. Do you drive?

No, I don't. Driving is serious business and I tend to lose concentration. I don't know but, whenever, I sit behind the steering, I tend to put on my thinking cap and then I become unmindful. That's too risky. So, I have a driver who takes me around in my red Alto.

Q. Describe a bad car day.

I had just brought my new Alto when one day a bus just came and banged into it. The accident happened near the Gariahat flyover and my driver broke down in tears. I had to urge him to stop crying. Imagine having a driver who instead of chasing the bus breaks down into tears himself!

Q. What's your message for the motorists of Kolkata?

Drive consciously, safely and be patient on the road.

(AS TOLD TO JAYEETA GANGULY)

Art is life!!
Drive consciously
— Piu Sarkar



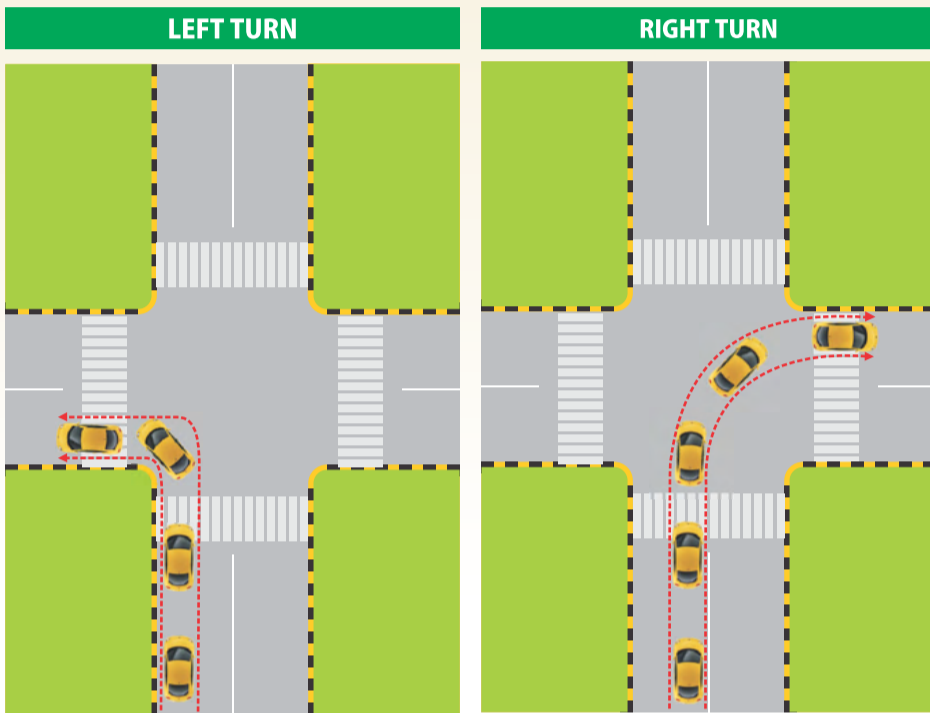
Turning Point

Joydip Sur

The driving conditions in the city can be pretty taxing on the nerves. Hence, each time you are driving, it is important for you to be alert and also have the ability to anticipate the moves of the other drivers on the road. Always remember safe driving is not a matter of luck but practice.

In this issue, we are going to take a look at the finer points to be kept in mind while turning your car. Turning your car at a crossing or

a corner is one of the trickiest things to do. It might interest you to know that turning a car causes several accidents in many cities across the country. It is often observed that, whenever, an accident occurs, we always tend to blame the other person who is involved in the same and shrug off any responsibility for the accident ourselves. Thus it is always better to apprehend an impact and drive defensively especially at crossings or corners.



Here are some useful turning tips that will hold you in good stead in the future.

- Use correct indicator lights before turning. You should indicate your intention to turn or change lanes at least 30 metres before you do so.
- Slow down while turning at corners.
- You must ensure that you are in the correct lane so that you do not have to cut across lanes.
- Be alert, so that you can anticipate any kind of obstruction and also keep a lookout for pedestrians at every turn of the road.
- While turning left, keep as close to the left as possible - before, during and after the turn.
- While turning right, always drive past the mid-point or centre of the crossing and then take a right turn.

Stay safe and happy driving!



Rocking on, down under!

Jayeeta Ganguly

If you are one of those who love to put on their dancing shoes during the weekend and jive to pulsating music (read Bollywood mixes, Hip Hop, house, techno, *et al*) then Underground is where you should head for. It's all about feeling the verve, being your own vivacious self and having a blast.

The first thing that strikes you about this nightclub even before you step inside is the board announcing 'Underground'. You get the feeling that you are standing right outside one of the tube stations in London, but as you climb down the steps, you know that you are about to reach a musical haven where you are going to have the time of your life.



The party's here tonight!

Indeed the music churned out by the residents DJs (Anshul, Vikrant, Ratan, Rajeev and Felix) and the guest DJs that include biggies like DJ Gabriel (Kuala Lumpur), Copyright (UK), Pearl, Nikhil Chinappa, Ivan, Suketu, Akbar Sami, Kiran, Nasha, Amyth, Whosane, — to name a few — make you forget your blues. The dimly-lit interior, the walls (they wear the brick-finish look) lined up with posters of music legends and Hollywood stars, the

Nikhil Chinappa



pool table, the comfortable sitting arrangements, the well-stocked bar (it's open on all the four sides), the 'flaming cocktails' act of the bartenders, the play of psychedelic lights on the dance floor, all cast a magical spell on you.

At UG, you can shake your hips to Shakira or cry out how *Your Dream Is To Fly*. Truly, here you can be what you want to be. Celebs from all walks of life, know this too which is why they head for UG after a hard day's work. So, if one fine evening, if you find yourself rubbing shoulders with Arjun Rampal, Riya and Raima Sen, Atif Aslam, Yuvraj Singh, Sohaib Akhtar, Upen Patel, Bobby Deol, Himesh Reshammiya, members of Jal etc. don't feel tizzy. Just like you, the celebs too want to let their hair down and party hard.

And before this article is over, allow us to inform you that UG comes up with special theme nights that really rock. Get up and get going people, the party starts right here and how!

Fast Facts

- Address:** Hotel Hindustan International, 235/1 A. J. C Bose Road, Kolkata 20
- Phone:** 4001 8000
- Car Parking Facility:** Valet Parking (first come basis)
- Entry Fees:** (normal nights): Rs 500 (cover charge) for a couple
- Entry Fees:** (special nights): Varies according to the event

Raghu of the Roadies fame



PARKING SPOTS

Parking alternatives around New Market

Team Wheels

Parking problems drive car owners up the wall. Most often people fail to find a parking space within a close proximity of the place that they are visiting. And since most of them are not aware of any other parking alternative close to the place, the parking woes soon turn into a nightmare.

Think about it. How about the time when you were running late for that important meeting with a client and you couldn't find a parking space quickly?

How about the other evening when you went for shopping with your partner and had to park your car a kilometre away from the store?

Irritating isn't it? And we are sure, you would love these blues to take a long hike. But you need not worry any more as *Team Wheels* bring you the right solutions for your parking blues. Each month we will take the initiative to inform you on the parking alternatives in and around a particular area. In this issue we will focus on the parking alternatives around New Market.



Parking alternatives around New Market

Name of the Road	Stretch of the Road	Side of the Road
Lindsay Street	Parkomet	In front of New Market
J. L. Nehru Road	Eastern Flank (Beside the divider- in the middle of the road)	Opp. Hotel Oberoi Grand
Sudder Street	Full stretch of the road upto Chowringhee Lane	Southern side of the road
Hogg Street	Full stretch of the road	Western side of the road
Chowringhee Lane	Full stretch of the road	Eastern side of the road
Madge Lane	Full stretch of the road	Eastern side of the road
Mirza Galib Street	Full stretch of the road upto Market Street	Western side of the road



BOI PARA FOREVER

Joydip Sur

It was in the summer of '95 that I first visited College Street. My fingers firmly entwined with my dad's, we walked on the crowded pavement hustling and bustling with activity. I was awestruck with the sheer magnanimity of the place. I still am. That day marked the beginning of my never-ending romance with books and College Street.

College Street which was earlier known as Potal Danga, owes its nomenclature to the Hindu College (now known as Presidency College). Lord Wellesly first introduced the construction of planned roads in Calcutta. It was under him that the Central Road or the Great Arterial Road which later came to be known by the name of College Street, Wellesley Street, Wellington Street, and Cornwallis Street was constructed by the Lottery Committee between 1817 and 1836. The road runs from Lower Circular Road (A.J.C. Bose Road) to Shyambazar five point crossing.

The Hindu College was conceived by David Hare, in collaboration with Raja Radhakanta Deb. Babu Buddinath Mukherjee enlisted the support of the Chief Justice, Sir Edward Hyde East, who called a meeting of European and Hindu gentlemen early in May 1816, in his house to discuss the proposal to establish 'an institution for giving a liberal education to the children of the members of the Hindu Community.' The proposal was received with unanimous approbation and subscriptions were promised to the amount of Rs. 1, 13,179. The college was formally opened on Monday, 20th January, 1817 with only twenty scholars. The buildings of the Presidency College were constructed at the present site in 1874.

The present day picture of College Street is enthralling. Dotted with makeshift book stalls constructed with bamboo, wood, canvas and sheets of corrugated tin on both the side-walks, College Street is a paradise for book lovers. Also referred to as 'Boi Para', College Street is home to some of Kolkata's most renowned academic institutions like University of Calcutta, Calcutta Medical College, Presidency College, Sanskrit College, Hare School and Hindu School. It is interesting to note that the Calcutta Medical College was the first medical college to be established in the country.

Owing to the presence of many academic institutions, College Street is a hub of students. Little wonder then that the book stall and store owners find a ready clientele in this locality.



A view of book stalls at College Street

College Street is also considered to be one of the largest markets of second hand books in the world. An incredibly wide variety of second-hand books are sold at unbelievably low prices here.

From text and reference books to novels and anthologies, there is something to quench everyone's thirst for knowledge. Book lovers and avid readers are often spotted trying to strike an extensive bargain on their chosen pick. One also hears stories of chance discoveries of rare books acquired at almost throw-away prices.

However, the old-world nostalgia will soon change with the state government's latest initiative to build a book mall and pull down the book stalls which are based on the side-walks in order to enhance the beauty of the area. The thrill and excitement of finding a rare out-of print book or an original hard-bound classic jostling for space alongside a *How-to-crack-the CAT* will go too, along with these little book stalls filled with charm and a certain character of their own which simply adds to the magic of 'Boi Para'.

The College Square swimming pool (also known as the Vidyasagar Sarovar) is a popular landmark in College Street. The swimming pool area was earlier known as Gol Dighi. Till today, David Hare's tomb



College Square is ideal for spending a leisurely evening



Adda at Coffee House

stands inside the College Square premises. A must see for all visitors. The place is frequented by many swimming enthusiasts and young couples looking for moments of privacy. It's a great place for people who look forward to spend a leisurely evening sipping on piping hot tea while just relaxing on one of the numerous benches stationed on the fringes of the four surrounding walls.

A visit to College Street is deemed incomplete without a visit to the famous Coffee House. Situated opposite to the Presidency College, Coffee House has been for many years a regular hang out spot for students and ex-students of the Presidency College, University of Calcutta, and other institutions situated within the periphery of College Street.

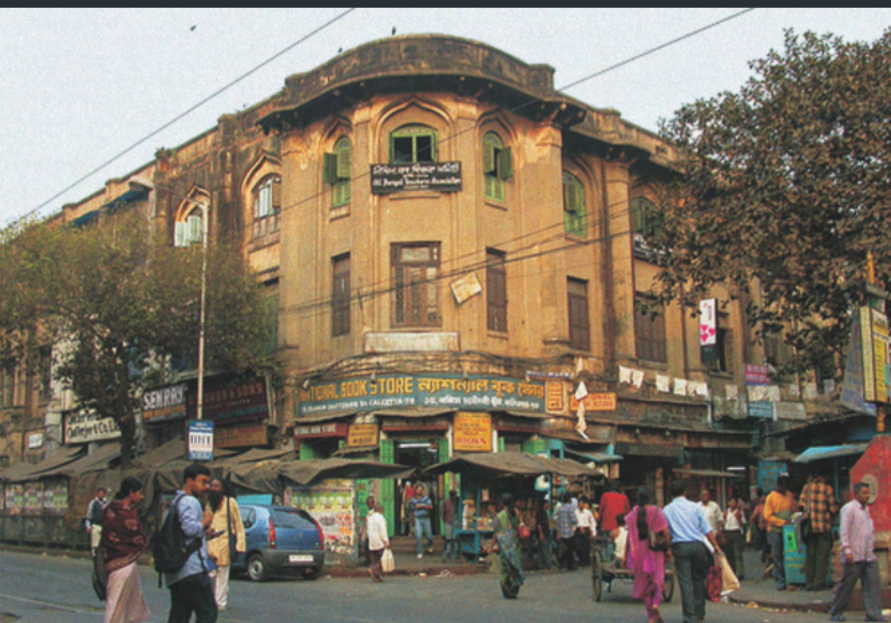


The Calcutta University building standing tall and proud

Historically, the Albert Hall's pedigree is impeccable. The Albert Hall was founded in the year 1876. It was named after Prince Albert Victor of Wales, Duke of Clarence and Avondale. On the incentive of the Indian Association in 1883, the first session of the Indian National Conference was held here, and from that gathering came the organization that led to the founding of the Indian National Congress in Bombay in 1885. Political meetings in the 1930s continued to be held here, some led by Netaji Subhas Chandra Bose, whose followers increased with every occasion.

Many years later, in the year 1942, it was decided by the Coffee Board to start a coffee joint from the Albert Hall. Finally in the year 1947, the Central Government changed the name to "Coffee House".

The Coffee House is Kolkata's most venerable social institution for the city's intellectuals, a seminal salon from which ideas are debated or debunked. It is casual, sometimes serious, mostly impromptu and sometimes even planned.



Exterior of Coffee House



The renowned Presidency College

The place became a meeting place for great literary figures, poets, politicians, artistes, and musicians. The popularity of the Coffee House witness a steady fast rise with frequent visits from eminent personalities like Satyajit Ray, Manna Dey, Amartya Sen, Mrinal Sen, Jagadish Chandra Bose, Ritwik Ghatak, Narayan Gangopadhyay, Sunil Gangopadhyay, Sanjeev Chattopadhyay, Samaresh Majumdar, Subhas Mukhopadhyay, Shakti Chattopadhyay and Aparna Sen to name a few. Several noteworthy works of literature and art owe their origin to the inspiration from the *adda* sessions at this coffee house.

Connoisseurs of food have plenty to dig into during their visit to College Street. Shops like Putiram and Mouchak offer a wide variety of sweets like *rasagolla*, *sandesh*, *ladycanny*, *dorbesh* and much more. The samosas and the kachoris is a sure show stealer and will surely leave your taste buds craving for more. Food Station situated opposite to the Calcutta Medical College is the perfect place to visit for an afternoon brunch or an evening snack. The numerous small food stalls along the two side-walks offers a wide variety of street food like rolls, chowmein and chops. If a refreshing cooler is on your mind then just walk down to Paramount and take your pick from an interesting range of 'sherbets'.

College Street is also a great political hub. It was this place that witnessed the beginning of the Naxalite Movement in Bengal. Innumerable political movements of national importance and political upsurges have been initiated from here. College Street has witnessed several political gatherings and meetings till date. Many famous politicians have delivered path-breaking speeches at various political gathering here.

So, the next time you want to feel the energetic vibes that give Kolkata its distinct fervour, take a stroll down the pavements of College Street. You can hear life calling out to you from every nook and corner. You just have to heed the call!

**(WITH INPUTS FROM
RENOWNED HISTORIAN P. T. NAIR)**



Chandannagar —

URNS	DISTANCE (km)	DIRECTIONS	LOCATION	BRIEF
1	0.0		VIDYASAGAR SETU TOLL TAX POINT	SET TRIP TO " 0 " Pay Toll Tax Rs.10/- & Follow Kona Expressway Exit.
	3.2		Kona Expressway	Go on to The Bridge
	4.3		Kona Expressway	Santragachi Railway Station on Left
	5.7		Kona Expressway	Go Under The Bridge
	7.7		Kona Expressway	Do Not Take The Left Lane. Go On To The Fly-Over.
2	8.9		On To NH-2 Connector	Take Soft Left And Meet NH - 2. Be Alert For High Speed Traffic. Follow Lane Discipline.
	9.8		On To NH-2 Connector	Go Under The Bridge
	12.0		On To NH-2 Connector	Do Not Take The Left Lane. Go On To The Bridge.
	15.9		On To NH-2 Connector	Go On To The Bridge
	16.8		Go Towards Durgapur Express Way	Follow Direction Towards Delhi
	18.8		Dankuni Crossing	Go Straight Towards Durgapur Express Way
	19.7		UTTARPARA Crossing. Go Straight	Go Towards Durgapur Express Way
	21.8		DANKUNI TOLL TAX POINT CAR - Rs.35/- One Way & Rs.50/- If Returned Within 24 Hrs.	Durgapur Express Way begins
	24.0		SAIL Factory on Left	Durgapur Express Way

When we think of French legacy in India, Pondicherry is the first place that comes to mind. But, Pondicherry is not at a stone's throw distance from Kolkata. To get there, you need to plan a proper vacation. Whereas, there is a quaint little suburban town situated near Kolkata, where you can get a slice of French legacy. All you will have to do is take a day out from your busy schedule and drive down to Chandannagar. Yes, that same little town which is otherwise, synonymous with Jagadhatri Puja, *jal bhara sandesh* and the *tuni* bulb light works during Durga Puja.

THE BEGINNING:

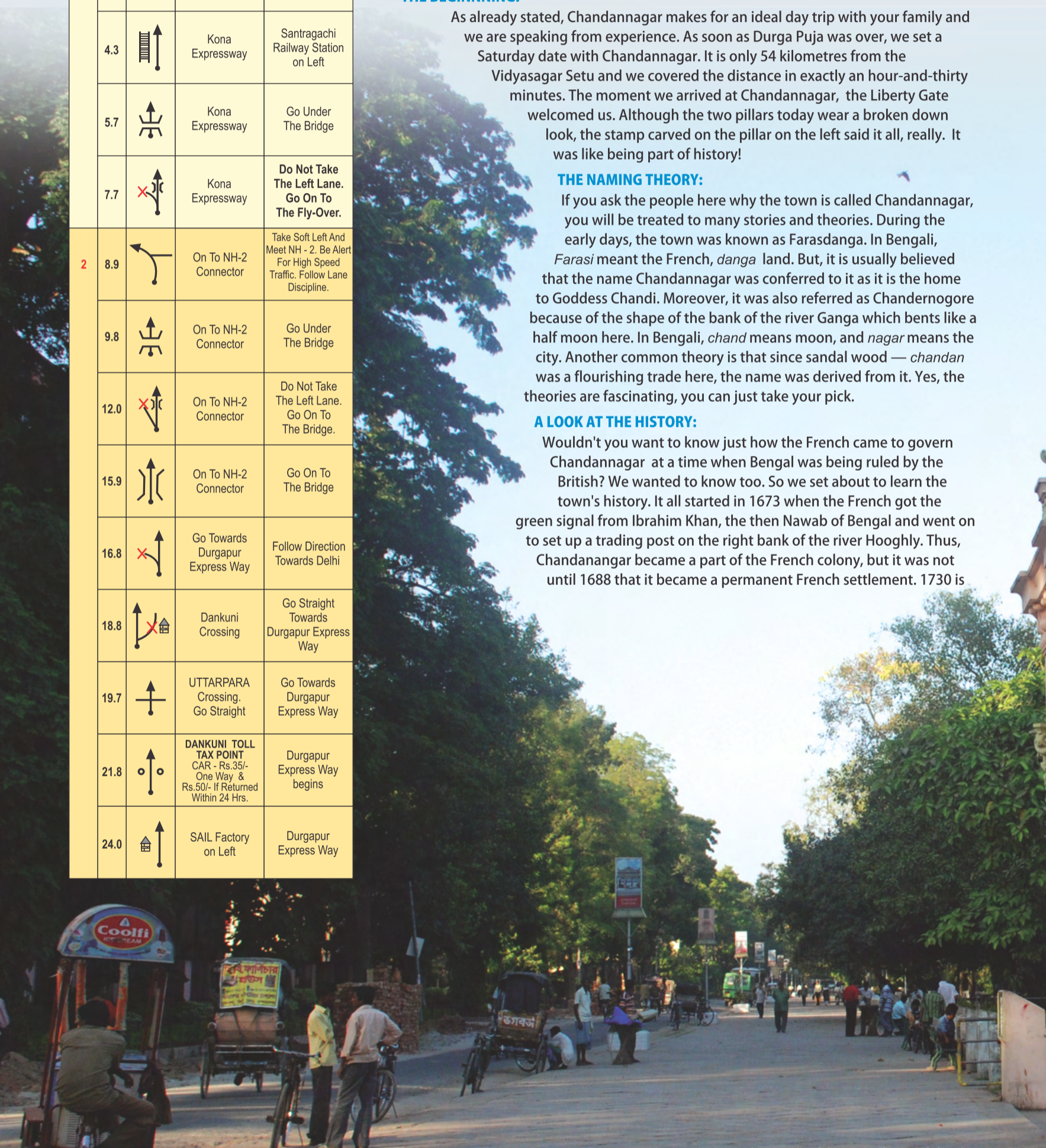
As already stated, Chandannagar makes for an ideal day trip with your family and we are speaking from experience. As soon as Durga Puja was over, we set a Saturday date with Chandannagar. It is only 54 kilometres from the Vidyasagar Setu and we covered the distance in exactly an hour-and-thirty minutes. The moment we arrived at Chandannagar, the Liberty Gate welcomed us. Although the two pillars today wear a broken down look, the stamp carved on the pillar on the left said it all, really. It was like being part of history!

THE NAMING THEORY:

If you ask the people here why the town is called Chandannagar, you will be treated to many stories and theories. During the early days, the town was known as Farasdanga. In Bengali, *Farasi* meant the French, *danga* land. But, it is usually believed that the name Chandannagar was conferred to it as it is the home to Goddess Chandi. Moreover, it was also referred as Chandernogore because of the shape of the bank of the river Ganga which bents like a half moon here. In Bengali, *chand* means moon, and *nagar* means the city. Another common theory is that since sandal wood — *chandan* was a flourishing trade here, the name was derived from it. Yes, the theories are fascinating, you can just take your pick.

A LOOK AT THE HISTORY:

Wouldn't you want to know just how the French came to govern Chandannagar at a time when Bengal was being ruled by the British? We wanted to know too. So we set about to learn the town's history. It all started in 1673 when the French got the green signal from Ibrahim Khan, the then Nawab of Bengal and went on to set up a trading post on the right bank of the river Hooghly. Thus, Chandannagar became a part of the French colony, but it was not until 1688 that it became a permanent French settlement. 1730 is



The Strand and the Durga Charan Rakshit Ghat

The French Connection

yet another important date in the history of Chandannagar. Joseph François Dupleix was appointed governor of this city and it is during this time that the trade (maritime) flourished and Chandannagar became a force to reckon with. Along with trade, the cultural heritage of the city too reached its peak. Many buildings bearing the beautiful French architectural stamp were constructed during this time.

But all good things come to an end. In 1756, France and Great Britain locked horns and Admiral Charles Watson of the British Navy captured Chandannagar in 1757. In 1763, the city was restored to the French, but the British once again took possession in 1794 during the Napoleonic Wars. Then again in 1816, Chandannagar was returned to France and it was governed as a part of French India until 1950. After India gained independence in 1947 from the British, the French Government held a plebiscite and discovered

that the residents of Chandannagar wanted to become part of India. To cut a long history short, Chandannagar finally gained independence on November 26, 1952, and was attached as a part of the state of West Bengal on June 10, 1954.

EXPLORING THE TOWN:

THE STRAND: Since, it was governed by the French for such a long time, Chandannagar till date personifies French refinement. The first stop that we made, once we entered the city, was the Strand. The moment you arrive, you get the feeling that you have arrived in Pondicherry. It is obviously located along the banks of the river Ganga and you can sit here and spend hours just watching the river flow by. The Strand was and still is the cultural life force of Chandannagar. And while from the afternoon it becomes the hub for the students and young couples, once the sun sets down, the Strand





TURNS	DISTANCE (km)	DIRECTIONS	LOCATION	BRIEF
2	29.9		Durgapur Express Way	Go On To The Bridge
	35.3		Durgapur Express Way	Go On To The Bridge
	35.8		Durgapur Express Way	Board Showing BAIDYABATI on Left
3	36.0		Take Left Diversion. For BAIDYABATI	Enter Exit Flyover To BAIDYABATI
	36.1		Exit Flyover To BAIDYABATI	Board Showing BAIDYABATI on Right
4	36.2		Exit Flyover To BAIDYABATI	Take RIGHT turn Towards BAIDYABATI
	36.4		Exit Flyover To BAIDYABATI	Go Straight From The Crossing
	37.5		Go Into Tarakeswar Road Towards BAIDYABATI	Road Joins. Go Straight
	38.5		Tarakeswar Road Towards BAIDYABATI	Go Straight. Do Not Take Left Diversion, Go on to the Small Bridge
	39.6		Tarakeswar Road Towards BAIDYABATI	Road Joins. Go Straight
	44.5		Tarakeswar Road Towards BAIDYABATI	Hotel Sonar Bangla On Right
5	44.8		Delhi Road Crossing	Go Straight Towards G.T. Road
	45.5		Towards G. T. Road	'Sewage Treatment Plant-Baidyabati' Building On Left
	46.0		Meet G. T. Road	Turn Left Towards The Rail Gate Of BAIDYABATI
	47.0		G. T. Road	Rail Gate of BAIDYABATI

welcomes the old timers who indulge in their own *adda* sessions. In fact, when we approached a group of elderly men, they shared with us some interesting anecdotes. They told us how people smuggled Japanese silk to Kolkata by tying them round their waists.

And while you are here, do visit the Durga Charan Rakshit ghat. He was the courtier of the French Government and he owns the distinction of becoming the first Indian to be conferred with the Chevalier de Legion d'Honneur.

THE CHANDANAGAR MUSEUM AND INSTITUTE

We were bowled over by this museum. It was known as Dupleix's palace. Today, the museum houses rare paintings, *objet d'art* and French antiques. Amongst other artefacts, here's a list of what caught our interest — various clay models of old utensils used when the town was ruled by the French, the map that Vasco Da Gama had used to discover India, model of a ship resembling the French East Company ship, rare paintings like a Great Mughal Court, portrait of Jean Thevenot, paintings by Jean Baptise Tavernier, René Madec, painting of Claude Martin, Major General of the East India Company, the model of Saptagram, a royal port of India on the banks of the river Saraswati — we can go and on.



The Chandannagar Museum and Institute

THE SACRED HEART CATHEDRAL

The sheer beauty of this church will leave you spellbound. It was built in 1875 and personifies the elegance of French architecture. The moment you enter this church, you can feel the peace that it exudes. Do take some time off and admire everything it has to offer.



The Sacred Heart Cathedral

THE PRABARTAK SANGHA ASHRAM

Located at Barai Chandi Tala, this ashram is of historical importance. Aurobindo Ghosh stayed here when he was fighting for India's independence. In fact, since Chandannagar was ruled

by the French, many well-known revolutionaries from Calcutta sought asylum here. They stayed here and made plans. Inside the ashram, there is a library and a temple and outside there is a free medical centre. Moreover, Chandannagar is the home of many famous personalities and their residences exist till date. Leaders like Rash Behari Bose, Kanailal Datta, Upendra Nath Bandopadhyay founder of Dainik Basumati and great social reformer Sri Harihar Sett belonged to this town.

SOME MORE PLACES OF INTEREST

The other must-see places include the sub-divisional court house which is once again a masterpiece. Rabindra Bhavan where Rabindranath Tagore resided, the beautifully sculptured Nandadulal



The Nandadulal Temple

Temple and the Nriya Gopal Smriti Mandir, too is beautiful. Another place which you must take a look at is the *Patal-Bari* or the Underground House. However, you can only see it from outside, but we were lucky enough to go inside. It is owned by Ashim Chandra Khan and it is 150 years old. We were mesmerised by the huge lawn which overlooks the Ganga and the river blesses this houses as it flows. The steps leading from the lawn always remain submerged. In 1934, Rabindranath Tagore stayed in this house. He has talked about *Patal-Bari* in many of his novels. Pandit Ishwar Chandra Vidyasagar too visited this house on various occasions.

And before you leave Chandannagar, do forget your diet chart for just one day. You just got to pop in a *jal bhara sandesh* or a *rasogolla* at Surya Modok (this is a legendary sweet shop here) and let your worries melt away. In fact, one of our teammates popped in 12 at one go!

So, when can our own little Pondicherry get ready to welcome you?

Team Destination

Souvik Ghosh, Suchandan Das, Sanjoy Maiti, Joydip Sur and Jayeeta Ganguly



LET'S GO FOR A DRIVE

URNS	ISTANCE (km)	DIRECTIONS	LOCATION	BRIEF
5	47.5		G. T. Road	Road Joins. Statue on Right. Go Straight
	48.3		G. T. Road	AXIS BANK ATM On Left. Go Straight
	49.2		G. T. Road	Road Joins. Statue On Right. Go Straight
	50.4		G. T. Road	E S I Hospital on Right. Go Straight
	53.9		G. T. Road	LIBERTY GATE CHANDANNAGAR
6	54.5		JYOTI CINEMA MORE	Turn Right Towards Jyoti Cinema
	54.6		Towards Strand	Jyoti Cinema On Right
	54.7		Towards Strand	Shiv Mandir on Right. Take The Left Road To Strand.
	56.2		*	CHANDANNAGAR STRAND

PLACES TO VISIT

- The Liberty gate
- The Strand
- The Durga Charan Rakshit Ghat
- The Museum and Institute
- The Sacred Heart Cathedral
- The Prabartak Sangha Ashram
- The Sub-Divisional Court House
- Patal-Bari (you can see it from outside)
- Nandadulal Temple
- Nriitya Gopal Smriti Mandir

FIVE PLACES WHERE YOU CAN SATISFY YOUR HUNGER PANGS

- Garden Restaurant, Court More
- Royal Biryani, Bagbazar
- Shalimar Hotel, Barabazar
- Rasoi Restaurant, Strand Road
- Majlish Restaurant, Lakshmiganj Bazar

PLACES TO STAY IN THE MAIN TOWN

- Ritzy Manor Private Limited, 3, Strand Road
- Rabindra Bhavan, The Strand



The Sub-divisional Court House



BEWARE

BEWARE : This left is not right



On your way towards Kolkata, as you drive past the Durgapur Expressway and the Delhi Road juncture at Dankuni, you will come across a few Informatory Sign boards instructing the Kolkata bound traffic to take the left lane to reach Kolkata. It is advisable **NOT TO TAKE THE LEFT LANE**, which will take you towards the Vivekananda Setu/ Bally Bridge on B. T. Road on the extreme north of Kolkata. Keep driving straight on the 'Kharagpur' route to drive into the N.H. 6 and thereafter into the Kona Expressway, which is the shortest connect to Kolkata via Vidyasagar Setu.





Stay relaxed, drive better

Dr Somnath Chakravarty

Celebrated your eighteenth birthday, got a driving license and thinking of going for a ride? Then make sure you have all the preliminaries right before you hit the road. Remember, at the end of the day, what counts the most is that you are either a good driver or someone who just can't drive. There is no in-between status for a driver. So, apart from knowing the absolute basics, be sure you've got all the guidelines straight regarding safe driving, handling emergency situations and car maintenance for which you can go to AAEL or call the Wheelers' Helpline or other such bodies in case you don't have the know-how within reach.

The increasing number of vehicles in the country have catapulted the importance of safety, while we can't do anything about the circumstances beyond our control; here are a few tips to keep you safe — some we often know but tend to forget.

The precise nature of the thrill of driving is difficult to define. While few people can describe in words the varied emotions they experience while driving, the effect, for some, is so psychologically intense that no other experience can match it.

As human body accelerates, certain things happen to it. Nerves in muscles all over the body react instantly. Signals are sent through the spinal cord, which in turn increase muscle tone — particularly in areas such as the neck, which are most affected by the acceleration forces. The result of this vastly increased state of arousal throughout the body, which when detected by the central nervous system, is translated into a number of emotional experiences. For some people, the physiological effects are experienced as pure fear. For others, however, this basic emotional state is modified to give a sharply tingling experience, which is perceived as intensely pleasurable.

For the entire thrill that you may get out of driving, you are actually handling a machine, which if not controlled properly can be destructive both for you and others on the road.

BEFORE YOU DRIVE

■ Have a healthy head

It cannot be repeated often enough, that one shouldn't drive intoxicated with alcohol or drugs or even after some medicines. Also, get a good night's rest and don't drive for long stretches without a break. Just as with alcohol, designate a driver or choose another means of transportation.



Be patient while driving

Avoid aggressive driving by relaxing and having patience

WHILE AT THE STEERING WHEEL

■ Relax

Avoid aggressive driving by relaxing and having patience. By not being in such a rush to reach your destination you will be a calmer person and won't need to speed and run red lights.

■ Follow common safety rules

Always wear your safety belt and make sure all your passengers are buckled properly, even on short trips. If travelling with children, educate yourself on the many kinds of child safety seats and restraints. Choose which system is best for your child and always follow the directions. Make sure children aged 12 and under are always buckled up in the back seat, the safest place to ride.

In case there are bottles, or any other objects such as car fresheners in the car, bear in mind that they can be lethal if not properly fixed. Fix them to withstand a 40g deceleration and, if hard or sharp, mount them well away from you.

Light can blind the driver in some situations and can lead to accidents (when the sun is low or due to the headlights of other cars). A stripe in the upper part of the windscreen or tape in the rear window can prevent this.

■ Look straight ahead on the road

Avoid taking your eyes off the road by eliminating any possible distractions. Before setting out on a drive, be sure that important items are within easy reach, i.e. directions and maps, sunglasses, etc. Reduce possibly dangerous distractions to a minimum and always pull over to a safe place to use your cell phone.

RESPECT OTHER DRIVERS

Courteous driving is a key to reducing traffic crashes. Yield the right-of-way at intersections.

Give proper signals well ahead of time to let others know what you are going to do. Keep a safe distance from the car ahead of you. Do not weave in and out of traffic.



CONNOISSEURS' CORNER

'Lady Bird is my most prized possession'

That is how city-based vintage car collector and restorer, Sanjay Ghosh, describes his 1932 Ford V-8 De-Luxe Phaeton that till date has won 58 trophies at the Calcutta Rally



The original key and the key ring

Mitter. He had bought it after he came back from Oxford. In 1932, the price was Rs 2,700, but since he bought it from Jalan Motors and Company on instalment, my grandfather had to pay Rs 300 extra. He used it from 1932-1952 and then the car was grounded.

● Why did your grandfather choose this car?

- This car was a hardy one and the engine was obviously a marvel and it enabled the owner to travel long distances uninterrupted. It had a 65 horse-power V-type engine, yet it was exceptionally quiet, smooth, flexible and could reach a top speed of 75 miles per hour. My grandfather was very fond of motoring and he liked raw power and this car has both power and grace.

● Did Lady Bird motivate you to become a vintage car restorer?

- Yes. Although, I was always interested in cars, I had my share of regular jobs *et al.* Things took a turn in 1972 when the neglected Lady Bird caught my attention. During those days, I used to earn Rs 450 and I invested Rs 400 to buy five new tyres and a battery for the car. That was the start. After a lot of hard work, I was successful in

● Was Lady Bird, as you lovingly call her, part of the family legacy?

- Yes. Lady Bird is a 1932 Ford V-8 De-Luxe Phaeton and it belonged to my maternal grandfather, late Justice J. P.



Sanjay Ghosh



Another feather in Lady Bird's cap

restoring it. Around 1976-77, I gave up my job and then went on to set up this workshop and took to restoring vintage cars. Lady Bird, of course, remains special. She has won 58 trophies at the Calcutta Rally, out of which ten are Statesman trophies, which is the highest award of the day. I still have the original documents including the blue book and the original key in its key ring.

● How tough was it to follow your heart?

- See, today, one has the Internet and there are good books that one can use as research tools or to get information. But when I started out, there was no Internet, nor did I have the money to buy big expensive books, so I had to learn on the job. Hands-on experience taught me everything and I also learnt that to be a good restorer, you and your team should have the ability to create everything from scratch.

● Your family must be extremely supportive...

- Absolutely. Right from my parents to my brother, my wife, my son — we are all car and rally enthusiasts.

Rallies mean serious competition within the family. My wife, Debjani is a name to reckon with at the rallies. She takes care of the cars and gets them ready for the shows. My son, Rajiv, is a good driver and looks into the technical side of things. My father, Santosh Kumar Ghosh is 84 plus and he is still as passionate about the cars as he is about clicking them at the rallies. My mother Anita too, shares our enthusiasm.

● How do you maintain your vintage cars?

- Firstly, I avoid using them during the rainy season. I always take out my cars after Diwali and drive them till May — the dry season. I avoid driving them on bad roads and only allow those who have the experience to handle vintage cars to drive them. I store the cars in dry places. Moisture and damp are a strict no-no. When not in use the cars are jacked up — that way, there's no pressure on the tyres. I also regularly clean and polish the cars, especially the chrome parts. And above all, I take care of my vintage cars throughout the year.

(As told to Jayeeta Ganguly)

WHAT MADE V-8 SPECIAL

Engine:

Type V-8, 90 degrees, rubber mounted

Horse power 65 at 3,400 r.p.m.

Automatic ignition with vacuum control

Wheelbase :

106 in

Transmission:

Three speeds forward with silent second.

Instruments

Compactly arranged in centre of dash with three dials, ammeter, 80-mile clock-hand speedometer and hydro-static fuel gauge.

Shock Absorbers

Houdaille Hydraulic, automatic adjusting for temperature and road shocks.

Brakes:

4-wheel fully enclosed, internal expanding

Performance:

Top: 75 m.p.h.,



The 1932 Ford V-8 De-Luxe Phaeton





TOGETHER WE DRIVE



Automobile Association of Eastern India (AAEI)

13, Promothesh Barua Sarani, Kolkata 700019

Phone: 2486 5131/2/3 Telefax: 2486 6012 E-mail: kolkataaaei@yahoo.co.in Website: www.uraaei.org

The 104th Annual General Meeting of the Automobile Association of Eastern India was held on 12th September, 2008 at 11 a.m. in the Association premises. A good number of members attended the Annual General Meeting.

Mr. P.K. Mallik, President took the chair. The quorum being present the meeting was declared open.

The Chairman welcomed the members present and solicited their co-operation in conducting the business of the 104th Annual General Meeting.

As proposed by the Chairman, one minute silence was observed as a mark of respect to the departed soul during the year.



A member speaking at the AGM

Mr. Suman Chattopadhyay, Hony. Secretary General, read out the Annual Report of the Meeting, Accounts and Auditors Report.

Members Mr. B. S. Banerjee, B. K. Moulick, S. N. Chatterjee, Devamalya Basu, Utpal Chatterjee, Suman Chatterjee, Dilip Sarcar, Paresh Lala and Sunil Kr. Sarkar took part in the discussion, which has been recorded.

In this meeting Mr. P.K. Mallik, Dilip Kr. Sur and Arindam Kr. Saha were re-elected as Managing Committee Members of this Association.

The President thanked all the members present for taking part in the discussion on the different vital matters. He assured that the Managing Committee has noted all suggestions and grievances made by the members present. They would certainly take suitable steps to implement their suggestion.

M/s. S.N. Mukherji & Co. Chartered Accountant was re-appointed as Auditor for the next financial year.

The meeting concluded with a vote of thanks to the Chair.



From Left to Right (T. K. Debnath, S. Gupta, P. K. Mallik, S. Chattopadhyay)



A glimpse of the members at the AGM

The names of the Managing Committee Members for the year 2008 – 2009 are given below:-

- Mr. P.K. Mallik, President
- Mr. Dilip Kr. Sur, Vice President
- Mr. Tapan Kr. Debnath, Vice President
- Mr. Suman Chattopadhyay, Hony. Secretary General
- Mr. Swapan Sadan (Tutu) Bose, Managing Committee Member
- Mr. S. P. Banerjee, Managing Committee Member
- Mr. Ranjit Kr. Paul, Managing Committee Member
- Mr. Subhas Bhattacharya, Managing Committee Member
- Mr. Arindam Kr. Saha, Managing Committee Member
- Mr. Nani Gopal Chanda, Managing Committee Member
- Mr. T. K. Sinha, Managing Committee Member (Patna)



TOGETHER WE DRIVE



Bengal Motor Sports Club

36B, Paddapukur Road, Kolkata 700020
Telephone: 24863262

The Bengal Motor Sports Club started its journey in the year 1998 with the Kaviguru Rally. This year the 'JK Tyre – Kaviguru Rally' was held on 13th September, 2008. The prize distribution was held on 15th September, 2008 at Tollygunge Club.

The results of the Kaviguru Rally are as follows:

2 Wheelers Category

Position	Competition No.	Name	Trophy Details
1st Place	52	Subhamoy Paul / Rajdip Fadikar	Rs 10,000/- & JK Trophy + Subodh Dutta Memorial Rolling Trophy
2nd Place	51	Diptojoyoti Ghosh / Prasenjit Roy	Rs 5,000/- & JK Trophy
3rd Place	56	Hayatullah Khan / Md Bhati	Rs 3,000/- & JK Trophy
4th Place	53	Somnath Saha / Saptarshi Basu	Rs 2,000/- & JK Trophy
5th Place	59	Joy Shome / Raj Mundra	Rs 1,000/- & JK Trophy
6th Place	68	Arijit Pathak / Dibendu Nayak	Trophy
Best Tuner		Anil Das	Rs 500/- & Memento
Best Novice Driver	68	Arijit Pathak	Mihir Mukherjee Memorial Rolling Trophy
Best Novice Navigator	68	Dibendu Nayak	Nirmal Chandra Mitter Memorial Rolling Trophy
Best Lady Navigator	62	Poonam Dhar	JK Trophy

4 Wheelers Category

1st Place	6	Ajgar Ali / Somdeb Chanda	Rs 20,000/- & Swapanendra Nath Tagore Memorial
2nd Place	4	Soham Hazra / Amit Saha	Rs 10,000/- & JK Trophy
3rd Place	5	Sourav Chatterjee / Debasish Ghosh	Rs 7,500/- & JK Trophy
4th Place	20	Surjanil Dasgupta / Chandan Sen	Rs 5,000/- & JK Trophy
5th Place	9	Sudip Ghosh / Arindam Ghosh	Rs 2,500/- & JK Trophy
6th Place	1	Subir Roy / Susovan Dey	JK Trophy
Best Tuner		Md. Jaan	Rs 500/- & Memento
Best Lady Driver	12	Dipali Poddar	BMSC Rolling Trophy
Best Novice Driver	23	Akash Sarkar	Shantidev Ghosh Memorial Rolling Trophy
Best Novice Navigator	23	Ritwik Mitra	Monoj Santra Memorial Rolling Trophy
Best Novice Team	23	Akash Sarkar / Ritwik Mitra	BMSC Rolling Trophy



The JK Tyre - Kaviguru Rally in progress



First, Second and Third position holders



Calcutta Motor Dealers' Association

8, Bow Street, Kolkata 700012
Phone: 2211 2168/302

The 63rd Annual General Meeting of Calcutta Motor Dealers Association (CMDA) was held on Saturday, 20th September, 2008, in the association premises. A good number of members attended the Annual General Meeting.

Mr. H.R. Kapoor, President took the chair. The quorum being present the meeting was declared open.

The Chairman welcomed the members present and solicited their co-operation in conducting the business of the 63rd Annual General Meeting.

The Notice of the Meeting, Managing Committee Report, Accounts and Auditors Report were read out.

Mr. Suresh Doshi was elected as the new President of CMDA. Other members of the Executive Committee were also elected.

The former President Mr. H.R. Kapoor thanked all the members present for taking part in the discussion on the different vital matters. He assured that the Managing Committee has noted all suggestions and grievances made by the members present. They would certainly take suitable steps to implement their suggestion.

The meeting concluded with a vote of thanks to the Chair.

The list of Office Bearers & Executive Committee Members of the Association, for the year 2008 – 2009 are given below:

- Mr. Suresh Doshi, President
- Mr. Jitendra Kumar Popat, Vice – President (Senior)
- Mr. Kishan Khaitan, Vice – President (Junior)
- Mr. Vijay Sabherwal, Hony. General Secretary
- Mr. Madhukant N. Gathani, Hony. Joint Secretary
- Mr. Jyoti Kumar Sonpal, Hony. Joint Secretary
- Mr. Vipul Rupani, Hony. Treasurer
- Mr. Aravind Ratilal Shah, Managing Committee Member
- Mr. Ashok Minda, Managing Committee Member
- Mr. Manish Pareek, Managing Committee Member
- Mr. Monish Nath Banerjee, Managing Committee Member
- Mr. Raj Kumar Pareek, Managing Committee Member
- Mr. Ramesh Patwa, Managing Committee Member
- Mrs. Rita Mitra, Managing Committee Member
- Mr. Sanjay Khera, Managing Committee Member
- Mr. Sanjeev Kumar Johri, Managing Committee Member
- Mr. Shahkar Das Sachdeva, Managing Committee Member
- Mr. Satbir Singh, Managing Committee Member
- Mr. Hakikat Roi Kapoor, Managing Committee Member
- Mr. Santi Kumar Mukherjee, Managing Committee Member
- Mr. Paresh N. Doshi, Managing Committee Member



List of car prices in Kolkata and specifications

Company Name	Car Name / Model	Kolkata Price in Lakh (Rs)	Engine (CC)	Power (bhp)	Torque (Kgm)	Performance (0 - 100 km)	Fuel Efficiency (Per Litre)		Company Name	Car Name / Model	Kolkata Price in Lakh (Rs)	Engine (CC)	Power (bhp)	Torque (Kgm)	Performance (0 - 100 km)	Fuel Efficiency (Per Litre)	
							City	Highway								City	Highway



HATCHBACK



Chevrolet	Spark - 1.0	3.11	995/4	63	9.2	15.93	12.3	16.9	Maruti Suzuki	800 Standard	2.23	796/3	37	6.01	26.95	12.2	17.5
Chevrolet	U-VA 1.2 Base	4.38	1150/4	76	11.2	16.49	10.6	15	Maruti Suzuki	Alto - Std.	2.59	796/3	47	6.3	20.38	13.5	18.8
Fiat	Palio Stile - 1.1SL	3.97	1108/4	57	9.38	20.45	10.2	15.1	Maruti Suzuki	Zen Estilo LX	3.52	1061/4	64	8.56	14.75	11.7	16.9
Hyundai	Santro Xing - GL(S)	3.34	1086/4	63	9.8	14.66	12.1	16.2	Maruti Suzuki	Swift LX i	4.55	1298/4	87	11.5	12.29	11.5	16.2
Hyundai	i10 D-LITE	3.75	1086/4	66	10.1	15.55	12	16.3	Maruti Suzuki	Wagon R - LX	3.61	1061/4	64	8.5	15.32	11.7	16.2
Hyundai	Getz Prime GLE1.1	3.84	1086/4	66	10.4	17.7	9.3	14.6	Maruti Suzuki	Versa DX Std	4.30	1298/4	82	10.04	13.46	10.1	13.6
Maini	Reva Standard	3.56	DC Elec.	17.8	6.98				Tata Motors	Indica - Xeta GL1.2	2.79	1193/4	70	12.64	16.17	10.9	15.9
Skoda	Fabia 1.4Tdi classic	6.98	1422/3	68	15.8	14.95	14.1	18.5									



SEDAN



Bentley Motors	Arnage - RL	NA	6752/V8 T	400	85.10				Mercedes Benz	Class C - C200K	28.4	1796/4S	158	22.5	10.97	6.9	10.8
Bentley Motors	AZure	NA		400	85.10				Mercedes Benz	Class E - E230 Elegance	47.85	1796/4S	184	25.49			
Bentley Motors	Continental - Flying Spur	NA	5998/W12T	553	66.20				Mercedes Benz	Class CLS - CLS350	67	3498/V6	272	35.7			
Bentley Motors	Continental - GT	NA	5998/W12T	553	66.20				Mercedes Benz	Class SL - SL500	91.08	4966/V8	306	46.9	7.54	4.8	7.3
Bentley Motors	Continental - GTC	NA		553	66.20				Mercedes Benz	Class M ML350	54.0	3498/V6	268	35.66			
BMW	Series 5 - 523i	NA	2497/6	211	25.00				Mercedes Benz	Class S S350L	83.17	3498/V7	272	35.69	8.81	6.1	9.1
BMW	Series 7 - 740Li	79.60	4000/V8	306	39.76				Mitsubishi	Cedia Select	9.68	1999/4	115	17.8	10.23	10.2	14.2
BMW	Series 3 - 320i	27.00	1995/4	136	19.37	11.57	7.2	10.9	Mitsubishi	Lancer - 1.5LX i	7.43	1468/4	85	13.46	12.95	9.6	14.9
Chevrolet	Aveo 1.4 Base	6.59	1399/4	94	12.95	13.42	10	14.9	Nissan	Teana	NA	2349/V6	173	22.9	11.01	6.6	9.2
Chevrolet	Opra Magnum 1.6	8.86	1598/4	104	15.09	12.49	9.5	14.4	Rolls Royce	Phantom	NA	6749/V12	453	73.4			
Chevrolet	SRV - 1.6 Base	7.88	1598/4	101	14.27	13.14	9.7	12.8	Skoda	Octavia - 1.9 TDI	12.27	1896/4T	90	21.41	13.49	12.7	18.9
Ford	Ikon - 1.3 Flair	5.37	1299/4	70	10.07	14.54	8.9	14.4	Skoda	Laura - 1.9 PD L	15.24	1896/4T	105	25.49	11.54	12.9	18.6
Ford	Fusion 1.6	6.58	1596/4	101	14.9	11.75	9.4	14.8	Skoda	Superb - 2.8 V6	21.84	2771/V6	191	26.5	11.42	6.1	7
Ford	Fiesta - 1.4EXi	6.41	1400/4	82	12.9	13.45	10.2	15.3	Tata Motors	Indigo - GLS	5.12	1405/4	85	11.2	14.01	8.3	13.7
Hindustan Motors	Ambassador - 1800 BE Std	4.29	1817/4	82	14	17.15	8.7	12	Tata Motors	Indigo - XL Petrol	7.32	1396/4	101	12.60	13.14		
Honda	City ZX - Exi	7.59	1497/4	77	12.8	13.11	10.9	16.6	Toyota	Corolla - 1.G	11.87	1794/4	132	17.3	10.42	10.5	15.00
Honda	Civic - 1.8S MT	11.9	1799/4	130	17.5	9.59	9	14	Toyota	Camry - W1	22.07	2362/4	167	22.8			
Hyundai	Accent - GLE	4.90	1495/4	94	12.5	13.12	8.1	13.8	Volkswagen	Passat 2.0 PD DSG	NA	1968/4 T	140	32.6			
Hyundai	Sonata Embera - 2.4VTVT	12.39	2359/4	160	22.9	9.64			Volvo	S80 3.2	NA	3192/6	238	32.6	9.35	5.24	8.51
Hyundai	Verna 1.6i IVTVT	5.49	1599/4	103	14.9	12.33	9.2	13.8	Maruti Suzuki	Dzire Lxi	5.06	1298/4	87	11.5			
Mahindra Renault	Logan 1.4 GL	4.75	1390/4	75	11.2				Maruti Suzuki	SX4 Vxi	7.14	1586/4	102	14.78	12.1	9.3	14.5



SUV, STATION WAGON & VAN



Chevrolet	Tavera LS - B1	7	2499/4T	80	19	24	10.6	13.7	Land Rover	Range Rover Sport 4.2 V8	NA	4198/V8S	385	56.1			
Chevrolet	Captiva LT	19.18	2499/4T	148	32.60	11.72	9.50	11.50	Land Rover	Discovery 2.7 TDV8	NA	2720/v6T	193	45.3			
Hyundai	Tucson 2.0 CRDi	16.96	1991/4T	112	25	14.14	8.4	11.5	Volkswagen	Touareg 3.0 V6 Tdi	NA	2967/V6 T	225	51			
Mahindra	Bolero SLX 2WD	7.2	2523/4	63	18.35		9.4		Volvo	XC90 3.2		3192/6	238	32.6			
Mahindra	Scorpio - 2.6 LX	8.40	2609/4T	115	28.3	16.53	9.7	13.4	Fiat	Adventure 1.6 Sport	4.93	1596/4	100	14			
Tata Motors	Sumo Grande LX	7.16	2179/4T	118	25.4	17.72	9.6	13.2	Ford	Endeavour TDCi 2.5 XLT	16.34	2499/4	116	28.5	18.93	7.3	10.7
Tata Motors	Sumo Victa - LX	5.96	1948/4	68	12				Honda	CR V (MT)	19.06	1997/4	143	19.3	11.01	8.6	11.9
Tata Motors	Safari Dicor LX	8.14	2179/4 T	140	32.6		8.9		Maruti Suzuki	Grand Vitara MT	14.93	1995/4	120	17.3	14.07	6.7	9.5
Tata Motors	Marina - GLE	4.69	1405/4	85	11	13.34	8.8	13.7	Maruti Suzuki	Gypsi - King ST	5.62	1298/4	81	10.6	16.39		
Toyota	Innova - G1	8	1998/4	136	18.6	12.63	7.7	11.3	Mitsubishi	Montero 3.2 Di-D	36.66	3198/T	165	39.1	15.27	7.3	10
Porsche	Cayenne (4x4)	NA	3598/V6	290	39				Mitsubishi	Pajero SFX	20.10	2835/4T	117	29.8	18.80	7.7	10.5
BMW	X5 4.8i	78.60	4799/V8	350	48.4				Nissan	X Trail - Comfort	23.08	2184/4	136	32.01	11.9	11.5	15.1
BMW	X3 2.5 Si	41.80	2497/6	218	25.43				Toyota	Land Cruiser Prado - VX	42.75	3956/V6	235	36.9	9.45	5	6.9
Land Rover	Range Rover 4.2 V8	NA	4198/V8S	395	56				Maruti Suzuki	Omni - 8 Seater	2.60	796/3	35	6.1			




COUPE & CONVERTIBLE




Lamborghini	Gallardo	NA	4961/V10	512	52				Porsche	Cayman S	NA	3386/6	295	34			
Lamborghini	Murcielago	NA	6496/V12	631	67.3				Porsche	Boxter S	NA	3179/6	295	34	7.31	4.76	7.25
Porsche	Carrera	NA	3596/6	345	39				San Engineering	Storm	5.75	1149/4	56.3	8.7	15.91	11.9	16
									Mercedes Benz	Class SLK 350	66	3498/V6	272	35.7	6.8	5.7	8.3

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Subscribers of 'Kolkata on Wheels' will be covered under a Personal Accident Insurance Policy of Rs 50,000 with National Insurance Co. Ltd - absolutely free of cost. The insured subscriber will be covered under permanent total disablement or death benefit upto Rs 50,000 in case of road accidents.

free  **Membership to Forum 4 Wheelers**

Free membership to 'Forum 4 Wheelers' for the subscribers of 'Kolkata on Wheels'.
Forum 4 Wheelers is an interactive platform for the motorists of Kolkata featuring various events and programmes exclusively for the subscribers of 'Kolkata on Wheels'.

Subscription Form

	Number of issues	Price @ Rs 40 per issue			
1 year	12	Rs 480	FREE	FREE	FREE
6 months	6	Rs 240	FREE		FREE



Yes! I want to subscribe to KOLKATA on WHEELS for 12 months (Rs 480) 6 months (Rs 240)

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Voices of Motorists

For the wheelers, By the wheelers, Of the wheelers

Team Wheels

Kolkata wheelers, here is a shoulder to lean on. Since, car owners in Kolkata have no organised forum to voice their problems we have dedicated a section of this magazine to try and unburden at least some of their woes. Here, our magazine will highlight some of the problems faced by Kolkata motorists.



Every problem that we focus on will be divided into four interactive steps spanning four subsequent months corresponding to our magazine issues.

The four steps are elucidated here :

- Month 1: Our Voice**
We will highlight a problem from our end and invite readers' feedbacks
- Month 2: Your Voice**
We will publish readers' feedback
- Month 3: As We Sow**
'Forum 4 wheelers' (formed by the subscribers of "Kolkata on Wheels") will take an initiative to redress the problem with the help of the concerned authorities
- Month 4: Shall We Reap**
The outcome of the initiative taken will be published

In our first issue we highlighted the fact how the fractional division of parking rates is ineffective in Kolkata. If you have parked your car in Zone B for 1 hour and 15 minutes, you are supposed to pay Rs 9/- (Rs 6/- for the first hour and Rs 3/- for 15 minutes since half the rate should be levied for every additional 30 minutes after the 1st hour).

In many places, however, you are compelled to pay the charge for 2 hours i.e. Rs 12/- (Rs 6/ x 2) or Rs 14/- (Rs 7/- x 2) etc., as soon as the first hour comes to an end. The fractional division in the KMC fare chart is being rampantly violated by the collecting agents of the Parking Cooperatives.

The question is how long are we going to be victims of this malpractice?

Parking Zone Categories:

Zone Category A	Rs 7/-
Zone Category B	Rs 6/-
Zone Category C	Rs 5/-

Rate per hour or part thereof, for first hour. Additional charge of 1/2 the rate will be levied for every additional 30 minutes after the 1st hour.

(Go to this link of Kolkata Municipal Corporation to check it out yourself: http://www.kolkatamycity.com/car_parking_rate.asp)

We spoke to a few car owners on this issue. We asked them how much they would pay as parking fees if they parked their car at Zone B category (Rs 6/- per hour) area for one hour and 15 minutes. Here are some of their responses.

Response 1: "I would pay Rs. 14/- as parking fees for parking my car." comments, Subrato Karr (42)

Response 2: "I thought it was Rs 14/- but often, in some busy areas like Park Street, the parking lot agents ask for Rs 20/-" says, Ajit Banerjee (40)

Response 3: "That is quite simple. I would pay Rs. 14/- as parking fees" asserts, Souvik Mazumdar (25)

It was shocking to find out that not even one person knew the correct amount of parking fees to be paid if a car has been parked for 1 hour and 15 minutes at a parking area.

Almost all the car owners that we interacted with were clueless about the fractional parking rule as per KMC guidelines.

And that is not all. What infuriated them further is that the collecting agents kept them in the dark and continue to remain tight-lipped about this rule.

Collecting agent **Nakul Dey** (ID No. 136) of **Gitanjali Fee Car Parking Co-operative** is in charge of the stretch of road opposite Forum on **Elgin Road**. He confidently states that anyone who parks their car for 1 hour and 15 minutes has to pay Rs 14/- When asked about the fractional parking rate that is applicable according to the KMC guidelines, he pleaded ignorance and refused to comment.

Collecting agent **Subrata Sarkar** (ID No. 137) of **Park Street Co-operative Car Parking Society** is in charge of **J.L. Nehru Road**. He too affirms that the car owners are required to Rs 14/- for parking their car for 1 hour and 15 minutes.

Events took a completely different turn when we reached **Eastern flank of J.L.Nehru Road (Opp. Oberoi Grand Hotel)**. An unauthorized collecting agent without an ID was collecting parking fees from the car owners. On enquiring he stated that he was a member of the **Pioneer Co-operative** Car Parking and showed parking fee slips with the co-operatives name printed on it. He too asserted that car owners have to pay Rs 14/- for parking their cars for 1 hour and 15 minutes.

Such collecting agents are over-charging car owners through-out the city every single day. It is high time to voice out your opinion and protest against such malpractices taking place in Kolkata.



WHEELERS' QUIZ

Q 1. What in the engine can be retarded?

Q 2. What part of the vehicle would you be referring to when you use the term LSD?

Prize for the first correct entry at: reply@guideindiapublication.com

Answers in next issue

Congrats!

The winner of last month's Wheelers' Quiz contest is **Sunil Sonika** (sunil@sunitaimpex.com)

The correct answers to last month's 'Wheelers' Quiz' are 1. Ambassador 2. Model T Ford