

PRESS RELEASE

Vishnu Prasad thrills fans to take Pole Position for the 1st Race of the JK Tyre Volkswagen Polo R Cup 2011

- **Inaugural race of the second season of the Polo R Cup to be flagged-off on June 19, 2011**

Coimbatore, June 18, 2011 – Vishnu Prasad put in an scintillating lap to claim the Pole Position for the 1st race of the second season of the JK Tyre Volkswagen Polo R Cup 2011, at the Kari Motor Speedway, Coimbatore. The young racer from Chennai, who finished 3rd in the debut season of the Polo Cup, covered the 2.2 km track in a quick lap time of 1:17.305. Munjal Savla will start in second position, followed by Mir Dharkar. Avdumber Hede and Saif Mihir complete the top 5.

The first qualifying session of this season proved to be a closely contested affair for Polo R Cup fans. Qualifying started on a lightly damp track and Vishnu was quick to stamp his authority by claiming his pole position lap on his first lap out. His lap was 1.2ses faster than anyone else before the other drivers went faster and faster. While Munjal Savla came within one tenth of Vishnu's time, it was not enough and he had to settle for second place. The top 5 qualifier finished within half a second of each other. In what promises to be an exciting season ahead, three Polo R Cup rookies qualified in the top 5, impressing onlookers. If today's qualifiers race was a taste of what is to come, the season opener of the Polo R Cup 2011 is sure to be a nail-biting and adrenaline-pumped affair.

Speaking about winning Pole Position, Vishnu Prasad said, "It is a great feeling to be on pole for the first race of this season. I was a little worried this morning due to the rain but I was extremely happy with my qualifying lap. I hope I can keep the momentum going all the way to the podium tomorrow."

Munjal Savla, from Mumbai, second on the grid, said, "Being on the front row is definitely an advantage and great way to kick my second season. This is my highest qualifying position in the Polo R cup and I am feeling confident heading into tomorrow's race. It feels great to be back behind of these well-engineered racing machines."

The qualifying grid for Race 1 is as follows:

S. No	Driver	Car No	Best Lap
1.	Vishnu Prasad	22	1:17.305
2.	Munjal Savla	6	1:17.487
3.	Mihir Dharkar	19	1:17.602
4.	Avdumber Hede	2	1:17.663
5.	Saif Mir	18	1:17.759
6.	Rahil Noorani	20	1:17.988
7.	Prateek Dalal	23	1:18.067
8.	Alisha Abdullah	16	1:18.438
9.	Oshan Kothadiya	14	1:18.618

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S. No	Driver Name	Car No	Best Lap
10.	Abhinav Aditya Agarwal	17	1:18.750
11.	Lawrence Taur	5	1:18.950
12.	Vidit Jain	1	1:18.989
13.	Donovan Vaz	12	1:19.158
14.	Achintya Mehrotra	3	1:19.163
15.	Sourav Bandyopadhyay	4	1:19.687
16.	Swamathia Rayen	8	1:19.919
17.	Aditya Pawar	7	1:20.012
18.	Sayeed Shaikh	9	1:20.080
19.	Angad Singh Matharoo	21	1:20.626
20.	Nishant Deshpande*	24	1:24.050
21.	Abhishek Singh*	26	1:24.840
22.	Ajay Kini		DNQ

*Guest Drivers

The Polo R Cup 2011 consists of 6 racing weekends that will be on till December of this year. Races will be held on tracks across Coimbatore, Chennai and Noida, as per calendar below:

- Round 2 15.07.-17.07.2011 Coimbatore KMS
 - Round 3 19.08.-21.08.2011 Chennai MMRT
 - Round 4 09.09.-11.09.2011 Noida JPSI
 - Round 5 07.10.-09.10.2011 Chennai MMRT
- OR
- Round 5 18.11.-20.11.2011 Noida JPSI
 - Round 6 02.12.-04.12.2011 Chennai MMRT

Thanks to its proven concept of promoting young talent abroad, the Polo Cup enjoys the reputation of being an ideal stepping stone to enter professional racing. Building on its success with the debut Polo Cup India last year, Volkswagen Motorsport hopes to make the Polo R Cup this year an exciting and challenging season in the Indian Motorsports calendar.

Motor sports enthusiasts interested in getting further information can log on to the website, www.polocup.in. This website displays information about the format of Polo R Cup, race updates and driver profiles. Follow Polo R Cup on www.facebook.com/vwpolocupIndia and www.youtube.com/user/vwpolocup.

About Volkswagen Motorsport

Volkswagen is committed to broad-scale motor sport as in internationally staged cross-country rally racing programmes in countries including Germany, Europe and the United States apart from other countries in Asia and has a long tradition of promoting young talent. Following the legendary Formula V as of 1966 the brand, in 1976, sponsored a one-make touring car cup for the first time. Among others, the Scirocco Cup produced drivers like the subsequent Formula 1 racer Manfred Winkelhock. In 1977 the first-generation Golf GTI replaced the Scirocco as the cup vehicle and remained the

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popular competition car for a generation of young racers up to 1982. In 1983, the second-generation Polo followed as the cup vehicle – initially using the 88-hp normally aspirated engine version and, from 1986, the 112-hp compressor engine. At the relaunch in 1998, Volkswagen presented the Lupo, which offered top-class sport at fair prices, as well as the Volkswagen New Beetle Cup.

The year of 1998 stands for an all-new concept in the world of racing. To this day, this new concept featuring centrally fielded vehicles and car swapping among the drivers guarantees maximum equality of opportunity. In 2004 the 150-hp Polo replaced the small Lupo as the cup vehicle and the concept was subjected to further refinement. The Polo Cup's success story is closely linked to the DTM-Deutsche Tourenwagen Meisterschaft. The premier league of touring car racing has evolved into a real crowd-puller and is envisaged as a concrete career goal by many junior racers.

The commitment encompasses the internationally renowned Dakar Rally. Diesel and bio natural gas powered as eco-conscious alternatives to conventional spark ignition engines and clever down-sizing are the core elements of this strategy. Volkswagen is already in the process of putting the aims of eco-conscious motorsport of the future into action. Bio natural gas engines in the Scirocco R-Cup and at the Nürburgring 24 Hours have already proved that eco-consciousness and top-calibre racing. Volkswagen consistently banks on production-based technology and the conservation of resources. In an overall assessment of racing operations and logistics for the Scirocco R-Cup Volkswagen has achieved a reduction of CO₂ emissions by 80 per cent.

Volkswagen Group India Communications
Contact: Alexander Skibbe / Pradnya Joshi Chaudhury
Phone: +91-9765404647 / +91-9764999349
E-mail: alexander.skibbe@volkswagen.co.in / pradnya.chaudhury@volkswagen.co.in

20:20 MSL
Contact: Atul Shah / David Vaz
Phone: +91-9960255829 / +91-9322652611
E-mail: atul.shah@2020msl.com / david.vaz@2020msl.com