

# Polo Cup India



## PRESS RELEASE

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### Sailesh Bolisetti wins 1st race in Round 3 of Volkswagen-JK Tyre Polo Cup India 2010 at Coimbatore

Vizag racer clinches his third win of the championship in 5 races / Prithviraj Siddappa, Head of Volkswagen Motorsport India: "Great performance by our young drivers"

Coimbatore, August 29, 2010 – Sailesh Bolisetti, the young driver from Vizag, today won the 1st race in Round 3 of the Volkswagen-JK Tyre Polo Cup India 2010 at the Kari Motor Speedway in Coimbatore. The racer who had also won both the races in round 1 in Pune, started 2<sup>nd</sup> on the grid, but managed to overtake Vishnu Prasad, the pole sitter, in the fourth lap. He completed the race in 25 minutes and 55.675 seconds covered a total of 42 kilometres. On his heels were Vishnu Prasad from Chennai and Sahil Shelar from Pune.

Mr. Prithviraj Siddappa, Head of Volkswagen Motorsports India, said, "This was a magnificent race and a great performance by our young drivers. They really respect their cars and are effectively utilizing the changes like the roll bar we have added in the cars. I would also like to point out the hard work put in the technical team to keep the Race Polos in top form."

Winner, Sailesh Bolisetti (21 years old) commented on his win, "I got a good line and was able to pass Vishnu on lap four. After a minor set back in round two, it feels great to be back on the top of the podium. I hope my luck continues to the next race and I hope to back here on podium."

Second placed Vishnu Prasad (17) expressed, "It was a tough race today. After Sailesh passed me, I had to fight hard to keep Munjal (22, who finished fourth) behind me for almost 17 laps. The reverse grid in the afternoon should make it an exciting race to drive as well as for the spectators."

Third placed Sahil Shelar (20) commented, "I was expecting to be faster as I knew my tyres would come in later. You can say I got lucky when Munjal (finished 4<sup>th</sup>) made a mistake. I hope to have fun in the second race and make it back to the podium."

Vikash Anand (16), the youngest driver in the grid, finished the race in the 8<sup>th</sup> position while Alisha Abdulla (21), the only woman racer in Polo Cup India 2010 finished in a competitive 10<sup>th</sup> position.

Position	Driver	Total Time
1.	Sailesh Bolisetti	00:25:55.675
2.	Vishnu Prasad	00:26:03.490

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3.	Sahil Shelar	00:26:04.141
4.	Munjil Savla	00:26:05.255
5.	Parth Ghorpade	00:26:09.224
6.	Karthik Shankar	00:26:17.569
7.	Samyak Shah	00:26:17.902
8.	Vikash Anand	00:26:23.900
9.	Mohd Fahad Kutty	00:26:30.261
10.	Alisha Abdullah	00:26:32.265
11.	Imran Majid	00:26:33.125
12.	Gurniaz Mann	00:26:33.894
13.	Gokul Krishna	00:26:36.523
14.	Vikrant Singh*	00:26:37.413
15.	Ameya Bafna	00:26:46.414
16.	Oshan Kothadiya	00:26:59.881
17.	Suraj Bhagat	00:27:00.433
18.	Saurav Bandopadhyaya	00:26:15.079(19 laps)
19.	Harmaan Madon*	00:26:39.199(19 laps)
20.	Prateek Dalal	00:26:22.439(18 laps)
21.	Anthony George	00:26:06.917(16 laps)

\*Guest Driver

Motor sports enthusiasts interested in getting further information can log on to the website, [www.polocup.in](http://www.polocup.in). This website will display information about the format of The Polo Cup India, race updates and driver profiles.

## **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 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.*

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## **PHOTO CAPTION**

Picture 1 – Race winner Shailesh Bolisetti leading the pack in Race 1 of Round 3 of the Polo Cup 2010

Picture 2 – Shailesh in action

Picture 3 – Mr Prithviraj Siddappa, Head of Volkswagen Motorsports (India) with the winners of Race 1 of Round 3