

PRESS RELEASE

Vishnu Prasad retains his lead in the Championship standings after Round Three of JK Tyre Volkswagen Polo R Cup 2011

- **Avdumber Hede from Goa raced his way to the checkered flag for his first ever Polo R Cup victory in Race Two**
- **Prateek Dalal gets his first podium finish**

Chennai, August 24, 2011 – Round Three of Polo R Cup 2011 saw new drivers emerge as winners making the competition more exciting than ever. After Round Three, Vishnu Prasad retains his lead in the championship standings with 170 points even after a quick exit in Race Two followed closely by Avdumber Hede who is now at 151 points. Oshan Kothadiya and Rahil Noorani maintain their third and fourth position in the standings with 146 and 135 points respectively.

Race One saw Vishnu start from pole position and maintain his lead throughout. Ajay Kini and Rahil Noorani came second and third respectively in Race One. All drivers were driving on wet tyres due to the track conditions. Vishnu in car # 22 had a great start and managed to pull away from the pack right from the first lap. Behind him, Ajay moved into second position with Rahil and Oshan battling closely for 3rd position. Vishnu extended his lead to 8 seconds before the safety car came out on lap 7 as Polo R Cup rookie driver Varun Das toppled over at one of the tricky corners of the track which had many wet patches. Vishnu managed to keep his lead at the restart and cruised to victory with Ajay and Rahil finishing behind him 2nd and 3rd respectively.

Race Two saw Avdumber clinch his first victory of the season. Starting 4th, he got past Vidit Jain and race leader Prateek Dalal on lap 5. Once in the lead, he never looked back increasing the difference between him and the rest of the pack, racing his way to the checkered flag for his first ever Polo R Cup victory. Prateek in car # 11 who was also on the podium for the first time reached the finish line within 05.969 seconds of Avdumber. He had a tough time defending his 2nd position from Oshan who finished 3rd. Championship leader Vishnu had a great first race but had to retire from race two in the 8th lap due to a collision.

The Championship standings after Round 3 of JK Tyre Volkswagen Polo R Cup 2011, as well as the podium results from the 2 races:

Sr.No.	Driver Name	Round 1-Race 1	Round 1-Race 2	Round 2-Race 1	Round 2-Race 2	Round 3-Race 1	Round 3-Race 2	TOTAL
1	Vishnu Prasad	30	30	20	30	60	EX	170
2	Avdumber Hede	15	16	16	12	32	60	151
3	Oshan Kothadiya	16	15	17	24	34	40	146
4	Rahil Noorani	17	03	30	15	40	30	135
5	Ajay Kini	DNP	DNP	24	20	48	32	124
6	Mihir Dharkar	24	24	15	14	24	10	111
7	Alisha Abdullah	13	20	3	16	28	28	108
8	Prateek Dalal	DNF	DNF	11	17	30	48	106
9	Munjali Savla	14	17	7	8	22	26	94
10	Vidit Jain	5	5	6	10	26	34	86
11	Abhinav Aditya Agarwal	11	13	13	11	10	14	72
12	Achintya Mehrotra	7	11	10	9	16	18	71
13	Sourav Bandyopadhyay	10	8	DNF	6	20	22	66
14	Angad Singh Matharoo	8	4	4	3	18	24	61
15	Donovan Vaz	6	10	14	5	14	12	61
16	Saif Mir	20	14	12	13	DNP	DNP	59
17	Aditya Pawar	9	12	5	4	8	20	58
18	Swamathia Rayen	4	6	8	DNF	12	16	46
19	Lawrence Taur	DNF	7	9	7	DNP	DNP	23
20	Sayed Shaikh	12	9	DNF	DNF	DNF	DNF	21

DNF: Did Not Finish

DNP: Did Not Participate

EX: Excluded from the race

Podium Positions for Race 1 of Round 3

Position	Name	Total time
1.	Vishnu Prasad	00:22:36.484
2.	Ajay Kini	00:22:39.012
3.	Rahil Nooroani	00:22:41.046

Podium Positions for Race 2 of Round 3

Position	Name	Total time
1.	Avdumber Hede	00:20:51.568
2.	Prateek Dalal	00:20:57.537
3.	Oshan Kothadiya	00:20:58.048

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 will continue to make Polo R Cup the premier touring car championship in the country.

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.

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.

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 downsizing 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.

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