

Polo Cup India



PRESS NOTE

Countdown to flag-off of Volkswagen JK Tyre Polo Cup 2011 kicks off with 1st Round of the driver selection process

Applicants from across the country battle it out for an opportunity to participate in Volkswagen JK Tyre Polo Cup India 2011

Pune, March 19, 2011 – Volkswagen Motorsport India concluded the 1st round of the Volkswagen JK Tyre Polo Cup 2011 selection process and continues the countdown to the highly anticipated 2nd season of the Polo Cup India. The young racers were narrowed down to 20 drivers through adrenalin pumping go-kart selection, held at the Army sub area Sports Complex in Pune.

“The karting selection gave us a chance to test the racing skills of the applicants. The incredible amount of talent present here today is going to make the final selection process all the more difficult and I am sure the Volkswagen JK Tyre Polo Cup fans will be witness to a very exciting season ahead,” said Prithviraj Siddappa, Head of Motorsport, Volkswagen India.

The karting weekend began with a day dedicated to practice sessions. Day 2 of selections saw participants giving their best shot at scoring the best time with the karts. Each participant was given two chances to score their best time with two different karts. The selection process took place under the scrutiny of an expert jury consisting of Akbar Ebrahim, India’s only principle instructor in racing, Rayomand Banajee, six times National Champion and Rohitaz Kumar from JK Tyre Motorsport. The final sets of drivers were chosen based on their fastest lap timings.

Registration and Selection of Drivers

1. From almost 1600 applicants, the number was brought down to 60 after extensive screening from a panel of driver coach experts, who scrutinized the Amaron karting challenge which acted as a feeder for the Polo Cup selection.
2. These 60 went through Round 1 of selection which is the Go-kart selection round. From this round 20 drivers have been shortlisted.
3. In Coimbatore, 20 drivers will join the 40 drivers who have been selected from Amaron Karting Challenge finals where they will battle it out in the Race Polos. From this round, a total of 10 drivers will be selected.
4. The selected 10 drivers from Coimbatore and 10 drivers from last season of Polo Cup will be the final 20 drivers to race this season.

The inaugural season of the Volkswagen JK Tyre Polo Cup India was a grand success right from the moment the lights turned green. The 6-leg series kicked-off in a unique street race in Pune on May 30, and continued on the race tracks in Coimbatore and Chennai. The championship was a close race right up to the final chequered flag, when Sailesh Boliseti, the 22 year from Vizag, edged out the 17 year old Parth Ghorpade to win the title of India’s first-ever Polo Cup Champion.

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

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