

PRESS RELEASE

Avdumber Hede clinches his second win in the Polo R Cup 2011 Race One of the season finale

Chennai, November 27, 2011 – Avdumber Hede led from start to finish to claim top honours in the First Race of Round Six of the JK Tyre Volkswagen Polo R Cup 2011 at the Irungattukottai Race Track, Sriperumbudur, Chennai. The young driver completed the race in 18:58.343 minutes around the short circuit. The podium was shared by Oshan Kothaiya who finished 2nd, 1.994 seconds behind the leader and Championship leader Vishnu Prasad in third place, 11.941 seconds behind Avdumber. The results ensures that the championship will go own to the very last race of the season, with four drivers all in the hunt for the title.

A damp track did not deter Avdumber who maintained his lead and also clocked the best lap time of 1:14.808 minutes. Pune boy Oshan in car # 14 overtook Vishnu on the first corner in the first lap with Vishnu Prasad staying right behind him for the rest of the race. Behind him Ajay Kini finished ahead of championship contender Rahil Noorani.

Thrilled with the result, Avdumber said, “The qualifying on wet track yesterday was tough as I was trying to get the right pressure in the tyres. I was aware of the championship contenders’ right behind me but I was looking behind in during the first two laps trying to locate them and judge the gap. After the second lap, I just looked ahead and never looked back. I hope to finish on the podium in the second race today.”

Oshan commented “I was a very tough race today, thankfully I got the start right and overtook Vishnu. I tried to close the gap between Avdumber and myself, but he was very quick. I am going to drive clean in the next race and hope to get a position on the podium.”

Prithviraj Siddappa, Head of Motorsports, Volkswagen India said, “I was sceptical about the track conditions but the authorities did a great job of making it safe enough to race. This season has been incredibly competitive and the list of the talented drivers in the top 5 is proof of that. The continued high level of performance from our drivers give me confidence that these boys will have a great future in motorsports.”

The results of Race 1 are as follows:

Position	Car Number	Driver	Total Time
1.	2	Avdumber Hede	00:18:58.343
2.	14	Oshan Kothaiya	00:19:00.337
3.	22	Vishnu Prasad	00:19:10.284
4.	15	Ajay Kini	00:19:13.469
5.	20	Rahil Noorani	00:19:15.512
6.	19	Mihir Dharkar	00:19:17.667
7.	27	Xie Jiawu	00:19:23.858

Polo R Cup India 2011



Position	Car Number	Driver	Total Time
8.	30	Sunny Sidhu	00:19:27.306
9.	4	Sourav Bandhyopadhyay	00:19:27.777
10.	11	Prateek Dalal	00:19:32.429
11.	7	Aditya Pawar	00:19:33.345
12.	6	Munjal Savla	00:19:33.913
13.	5	Laurence Taur	00:19:44.226
14.	24	Chitesh Mandody	00:19:48.657
15.	12	Donovan Vaz	00:19:51.356
16.	23	Fan Huaying	00:19:55.794
17.	31	Farhan Vohra	00:19:56.748
18.	26	Maiken Rasmussen	00:20:09.359
19.	16	Alisha Abdullah	00:20:15.000
20.	3	Achintya Mehrotra	00:18:54.395(14 laps)
21.	21	Angad Singh Matharoo	00:14:14.947 (DNF)
22.	17	Abhinav Aditya Agarwal	00:05:29.043 (DNF)
23.	1	Vidit Jain	00:03:07.063 (DNF)

DNF:(Did Not Finish)

Thanks to its proven concept of promoting young talent abroad, the Polo R 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 Polo R Cup format, 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.

Polo R Cup India 2011



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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