

# Polo Cup India



## PRESS RELEASE

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### Vishnu Prasad wins 2<sup>nd</sup> race in Round 5 of Volkswagen-JK Tyre Polo Cup India 2010 at Chennai

Chennai Lad Vishnu Prasad takes the prize / Race 1 winner Parth Ghorpade comes in a close second

Chennai, November 28, 2010 – Local hero, Vishnu Prasad put on an impressive display to win the 2<sup>nd</sup> race of Round 5 of the Volkswagen-JK Tyre Polo Cup India 2010 at the Irungattukottai Race Track, Chennai with a total time of 00:25:18.816. Parth Ghorpade finished in second position ahead of Dhruv Behl. Championship leader Sailesh Bolisetti came in at a close fourth. Starting in the 6<sup>th</sup> position, Vishnu Prasad displayed some impressive maneuvering skills to battle his way to the front and win the race. The 2<sup>nd</sup> race was flagged-off by Mr. Kris Nissen, Volkswagen Motorsport Director, and Mr. Hans Demant, Senior Vice-President International Projects of Volkswagen Group.

Vishnu Prasad commenting on his win, said, “With the season almost over, my goal is to get back into the top 3 of the championship standings. I had a good start today and it feels great to be on the podium.”

Second placed Parth Ghorpade expressed, “This was a good race for me. I had a strong pace throughout. I am now leading the championship for the first time this season, so I feel confident heading into the final race weekend.”

**Mr. Prithviraj Siddappa, Head of Volkswagen Motorsports India**, shared, “We have got an amazing response for the first season of Polo Cup India. Today was a really exciting day for us with a lot of action on the race track, especially since the championship will only get decided at the season finale.”

The young drivers went all out, as they battled for a place on the podium. The screaming fans were given nothing short of a spectacular race. The results of the race are below:

Position	Driver	Total Time
1.	Vishnu Prasad	00:25:18.816
2.	Parth Ghorpade	00:25:20.292
3.	*Dhruv Behl	00:25:20.854
4.	Sailesh Bolisetti	00:25:21.593
5.	Gurniaz Mann	00:25:25.686
6.	Anthony George	00:25:29.748
7.	Sahil Shelar	00:25:50.311
8.	Oshan Kothadiya	00:25:51.107

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9.	Alisha Abdulla	00:25:58.824
10.	**Nikhil Kashyap	00:25:59.529
11.	Shrivatsa Sinha	00:26:00.283
12.	Saurav Bandopadhyay	00:26:00..911
13.	Suraj Bhagat	00:26:09.458
14.	**Sneha Sharma	00:26:30.399
15.	Nawaz Bhathena	00:26:30.659
16.	Imran Majid	00:27:00.968
17.	Prateek Dalal	00:30:22.338
18.	Karthik Shankar	00:30:33.893
19.	Vikash Anand	DNF
20.	Mohd. Fahad Kutty	DNF
21.	Munjal Savla	DNF

\*Guest Driver

\*\*Nikhil Kashyap and Sneha Sharma has replaced Gokul Krishna and Ameya Bafna

Polo Cup India's 5<sup>th</sup> and penultimate round of its debut season flagged-off today at Irungattukottai Race Track. This will be followed by the season finale that will take place here on the race circuit in Chennai on December 18/ 19, 2010.

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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