

Polo Cup India



PRESS RELEASE

Vishnu Prasad wins 1st race in Round 6 of Volkswagen JK Tyre Polo Cup India 2010 at Chennai

Dr. John Chacko, Volkswagen Group Chief Representative India, President and Managing Director, Volkswagen India Pvt. Ltd, and Formula One driver Karun Chandhok, flags-off Race 1 of final round of Polo Cup in Chennai

Chennai, December 19, 2010 – Championship contender Sailesh Bolisetti closed the gap to leader Parth Ghorpade to just 2 points by finishing second in the first race of the season finale of the Polo Cup India 2010. Parth Ghorpade was given a 30 second penalty after jumping the start and finished down in 9th position. In the end it was Chennai lad and Pole winner Vishnu Prasad who out-drove the rest to win the race with a total time of 00:24:50.051. Championship contender Sailesh Bolisetti finished just 0.250 seconds behind Vishnu Prasad and Karthik Shankar rounded off the top 3. The race was flagged-off by Dr. John Chacko, Volkswagen Group Chief Representative India, President and Managing Director, Volkswagen India Pvt. Ltd, and Formula One driver, Karun Chandhok.

It was a bumper-to-bumper race right from the moment the flag waved. Vishnu Prasad fought hard to keep Championship contender Sailesh Bolisetti at bay through out entire the length of the race. Championship leader Parth Ghorpade suffered a time penalty, resulting in a ninth place finish.

Winner, Vishnu Prasad (17 years old) commented on his win, “The race today was very close. The build-up of tyre pressure during the 2nd half of the race made it a little difficult, but somehow I managed to defend my position against Sailesh.”

Second placed Sailesh Bolisetti (22 years old) expressed, “The championship is really going to come down the last race today. I am just 2 points behind Parth in the Championship and will try to keep him behind me in the second race today.”

Formula 1 driver Karun Chandhok who witnessed the Polo Cup India for the first time, said, “It is great to see a marquee brand like Volkswagen promoting motorsports in India. I had a chance to drive the Polo race car and strongly believe that it’s a fantastic platform for the young talent in India”.

Position	Driver	Total Time
1.	Vishnu Prasad	00:24:50.051
2.	Sailesh Bolisetti	00:24:40.301
3.	Karthik Shankar	00:24:53.576
4.	Gurniaz Mann	00:25:03.113

Polo Cup India



5.	Oshan Kothadiya	00:25:06.232
6.	Sahil Shelar	00:25:09.965
7.	Vikash Anand	00:25:11.714
8.	Munjal Savla	00:25:14.680
9.	Parth Ghorpade	(C)00:25:20.635
10.	Prateek Dalal	00:25:21.655
11.	Mohd Fahad Kutty	00:25:22.854
12.	Alisha Abdullah	00:25:23.275
13.	Suraj Bhagat	00:25:35.413
14.	Shrivatsa Sinha	00:25:39.098
15.	Imran Majid	00:25:46.590
16.	*Saptarishi Shukla	00:25:59.291
17.	Sneha Sharma	00:26:07.037
18.	Saurav Bandopadhyay	00:26:07.595
19.	Muntaser Mirkar	00:26:36.281
20.	Anthony George	DNF

*Guest Driver

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.

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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Polo Cup India



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