

Mitsubishi Cedia claims top honours at INRC, Nashik

June 08, 2011

Rallyist-editor Sirish Chandran wins the Group N Class and finishes overall third

NASHIK (Maharashtra), June 08, 2011: Legendary rally car Mitsubishi Cedia Sports took yet another rally by storm as it made almost a clean sweep of all the top honours at the Rally of Maharashtra, Round 1 of Federation of Motor Sports Clubs of India's (FMSCI) Speed Indian National Rally Championship (INRC) 2011, that ended here on June 5.

HM-Mitsubishi sponsored Team Overdrive with reputed rallyist Sirish Chandran at the helm put up an outstanding performance by finishing first in the category Group N (unmodified) 2000cc class and stood overall third.

Speaking on his win, Mr. Chandran, who drove the mean machine for the second season of INRC, said, "Winning the Group N class and finishing third overall in only our second season of rallying feels fantastic. All credit goes to our Mitsubishi Cedia Sports that worked like a dream. Not only was she amazingly quick throughout the weekend resulting in our victory margin being over three minutes but, more importantly, she soaked in the tremendous beating from the unforgiving tarmac without a single hiccup bringing us home safely and to the top step of the podium.

"A big thank you to Hindustan Motors-Mitsubishi and Red Rooster Performance for a brilliant car and also to Bosch Power Tools and MRF Tyres. We now look forward to the next round of the Speed INRC in Chennai in the last weekend of June," he added.

This powerhouse on wheels has to its credit 34 trail-blazing victories in World Rally Championship and Federation Internationale de l' Automobile circuits. No wonder, of the 28 vehicles that took part in the rally, as many as 11 were Mitsubishi Cedias.

The Speed Indian National Rally Championship has 5 categories viz. the Gypsy Cup, 1400 Star Cup, 1600-cc Group N, 2000-cc Group N (all Mitsubishi Cedias) and 2000-cc Group N+ (all heavily modified Mitsubishi Cedias). And finally there is the overall classification.

In the final classification, the results are as below:

1. Gaurav Gill / Musa Sherif (MRF) (Mitsubishi Cedia Group N+) 1:20:34.0
2. Lohitt Urs / PVS Murthy (MRF) (Mitsubishi Cedia Group N+) 1:28:17.0
3. Sirish Chandran / Nikhil Pai (OVERDRIVE) (Mitsubishi Cedia Group N) 1:31:17.0

2000cc Group N

1. Sirish Chandran / Nikhil Pai 1:31:17.0
2. Shailender Hegde / Prajval Pai 1:34:18.0
3. Rahul Kanthraj / Vivek Bhatt 1:34:41.0

About Mr. Sirish Chandran

As Editor of OVERDRIVE magazine, Mr. Chandran has tested every car and bike launched in India over the past 13 years. A mechanical engineer with post-graduation in financial management, Mr. Chandran is a passionate motorsport buff and was instrumental in launching India's first motorsport magazine, Grand Prix, in 2006. He has also competed in many races and rallies, registering class victories on debut in the grueling Raid-de-Himalaya and Desert Storm rallies and finishing third in the Speed INRC Group N championship with three podiums in four rallies on debut.

Mr. Chandran's views and opinions on motoring have appeared in mainstream newspapers, websites and the electronic media including Forbes India, Forbes Life, GQ India, Hindustan Times, DNA and the Sunday Times, London. He has served on the jury panel of the OVERDRIVE Awards for the past nine years. He is a founding member of the Indian Car of the Year and founding chairman of the Indian Motorcycle of the Year awards.

Mr. Chandran is the lead anchor of the OVERDRIVE show on CNBC-TV18 and CNN-IBN, a show that has bagged the prestigious National Television Award for the best automotive show in English for the past two years running. Over the past three years, he has been instrumental in making OVERDRIVE India's largest and most influential automotive media brand.

About INRC

The FMSCI's Indian National Rally Championship (INRC) pits cars and drivers in a series of three-day events against some of the toughest and most varied conditions in the country over surfaces ranging from smooth tarmac to boulder-strewn rocky tracks.

Unsurprisingly, the series is widely regarded as the most challenging motor sport competition in the country. It was established in its current format in 1999. Drivers and manufacturers will battle it out for the annual drivers' and manufacturers' championship trophies in the three-day event starting from June 3, 2011.

The INRC is now firmly established as the only premier championships in Indian car rallying. The quality of events and the level of competition continue to grow from

strength to strength. Top drivers from across the country battle it out through the season to be crowned the 'Indian National Rally Champion'. No wonder, the INRC circuit has produced winning drivers in the Asia-Pacific Rally Championship (APRC) and is, this year, hosting the first Indian in the Production – World Rally Championship (P-WRC), the pinnacle of world rallying.

About Hindustan Motors-Mitsubishi

Mitsubishi Motors Corporation ventured into the Indian market through its association with Kolkata-headquartered Hindustan Motors Limited, India's pioneering automobile manufacturing company, in 1998 to form HM-Mitsubishi Motors and launched the well-accepted Lancer in India. Over the years, HM-Mitsubishi has launched other products in the Indian market including the Pajero, Cedia, Montero, Outlander and Evo X.

Hindustan Motors Limited, over the years, has equipped itself with state-of-the-art facilities for the production of a range of passenger cars. Hindustan Motors Limited's manufacturing facilities are situated in Uttarpara (West Bengal), Pithampur (Madhya Pradesh) and Tiruvallur (Tamil Nadu). Hindustan Motors functions with a commitment to core values such as quality, safety and environmental care, combined with customer-oriented total solutions.

HM-Mitsubishi currently has 53 customer touch points across India including key cities like Chennai, Mumbai, Bangalore, Delhi, Ahmedabad, Pune, Hyderabad and Kolkata.

Mitsubishi Cedia Sports' performance highlights

Engine: Powered by the refined and responsive 2.0-liter petrol engine with advanced electronically-controlled multi-point fuel injection system.

Transmission: Five-speed manual gear box with optimized gear ratios and synchronizers offers complete control and provides superior shift feel. Higher ground clearance, stiff chassis and superior and well-weighted suspension are ideal for Indian road conditions.

Rally-proven suspension system with front McPherson struts and a rear multi-link system offers additional stability and control especially when accelerating into corners.

Easy manoeuvrability with minimum turning radius of 4.9 m that is ideal for getting out of tight spots or squeezing into one.





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