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WHEELS INDIA LIMITED

Corporate Identity Number : L35921TN1960PLC004175

Registered Office :
21, Patullos Road, Chennai - 600 002.

Factory :
Padi, Chennai - 600 050.

May 21, 2022

To
National Stock Exchange of India Limited,
The Manager, Listing Department,
"Exchange Plaza", C-1, Block G,
Bandra-Kurla Complex, Bandra (E),
Mumbai – 400 051

Scrip Code: WHEELS

Dear Sir / Madam,

Subject: Newspaper Advertisement – Regulation 47 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (SEBI LODR)

In continuation of our letter dated May 20, 2022 regarding outcome of the Board Meeting, we enclose herewith copies of the newspaper advertisement published in "Business Line" (English) and "Dinamani" (Tamil) on May 21, 2022 pursuant of Regulation 47 of the SEBI LODR. The aforesaid information is also available on Company's website at www.wheelsindia.com.

Kindly take it into your record and oblige us to disseminate the same on your website.

Thanking you.

Yours faithfully,

For Wheels India Limited

K. V. Lakshmi

K V Lakshmi
Company Secretary & Compliance Officer

Encl.: As above

S MURALIDHAR

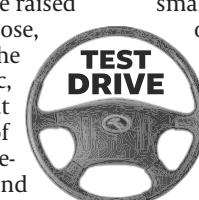
Volkswagen India's portfolio is going to be rather lean soon. With no immediate plans for bringing back the T-Roc and the Tiguan AllSpace, and the Polo and Vento being discontinued soon, the number of models in VW's showrooms could whittle down to three. Until more India-centric models join the line-up, VW's volumes will have to be delivered by these key car lines. So, it is a good thing that the Virtus will be part of the trio, and it will be a strong replacement for the Vento.

Like the Taigun launched last year, the Virtus is one of the 'India 2.0' project models for the German brand. And like the compact SUV, the new Virtus sedan is also built on the same MQB-A0-IN platform, the highly localised platform on which sister brand Škoda's Kushaq SUV and Slavia sedan are also based on. That much of the underpinnings of the Virtus are identical to the Slavia is well-known. But how different is the VW sedan, and is this the vehicle that is going to be the future volume driver for the brand?

Design

The Virtus is significantly different in design compared to the Kushaq. Unlike the past, when the two group brands have had cars that seemed more like they were badge-engineered, the new India 2.0 vehicles are very different from each other. While the Škoda Slavia had a more raised stance and a higher nose, the Virtus sports the more aerodynamic, lower-slung profile that is classic VW. Many of the Virtus's design elements in the front and rear also point to similarities with those the Jetta and Passat. Attributes that have been inspired by sedans higher up in the hierarchy are always appreciated by buyers.

The Virtus is available with two engine options, and the trim lines are divided into two. The Dynamic Line gets the 1.0 TSI, 3-cylinder, petrol engine, and the GT-badged Performance Line variants gets the 1.5 TSI EVO, 4-cylinder petrol engine. The powertrains are



Virtus packs a punch. But is it better than the Vento, and can it woo buyers away from SUVs?



shared with the other platform siblings. In terms of exterior design, the Virtus GT has a slightly sportier profile, with some of the differentiators being the contrast black door mirrors, small boot lid spoiler, blacked out alloys, red brake callipers and a couple of GT badges in chrome. The Virtus is a good-looking car with quite a few chrome elements highlighting the design lines.

The parallel chrome lines that run across the grille and bring together the headlamps and the chrome lip on the front fender are VW signatures. The front fender is almost completely gauged out to create an oversized airdam within an all-black housing.

The rear gets tail-lamps with ar-

row shaped LEDs within that oddly match the L-shaped DRLs of the headlamps. Bold lettered 'Virtus' badge at the bottom of the tailgate is another feature that is becoming a design signature across models.

Cabin

The Virtus's cabin seems somewhat familiar because of the dashboard layout, which mimics, the Taigun's fascia. Of course, being a platform sibling, there are quite a few parts that it shares with the Taigun. The flat-bottomed steering wheel, for example, is a carryover. The dashboard layering, design of the various trim panels and the way the infotainment system has been integrated on the top of the centre stack may be different, but it is obvious that the materials used themselves are nearly identical. And that is a good thing, because the build quality and the finish are not bad at all.

Even the shiny black and red panels in the GT variant's cabin don't look gaudy or cheap. Instead, there is a European flavour to the cabin, though it is still benchmarked to the segment in terms of premiumness. The seats fea-



There is a European flavour to the cabin, though it is still benchmarked to the segment in terms of premiumness BIJOY GHOSH

ture a mix of leather and leatherette upholstery, and the front two seats in my test mules offered perforated covers and seat ventilation.

The Virtus cabin also gets a cream, beige, and black colour theme, with the GT variant sporting a mostly black cabin with just the roof liner and bottom sections getting the lighter shade. The greenhouse is quite large, and the cabin is well-lit and airy. There is also a single pane sunroof on offer.

The centre console area is also very different in the Virtus compared to the Slavia, and there is a nice selection of controls surrounding the gear stick. The instrument cluster is a digital unit

with a selection of display options.

The infotainment system touchscreen and the aircon controls are the other digital features. These are familiar and are possibly shared with the Taigun. Most cabin feature controls are either mounted on the steering wheel or built into the infotainment screen.

There is a small set of connected car features on offer, and there are Apple CarPlay and Android Auto connectivity options too. In terms of space inside the cabin, the Virtus is good, but not the best.

Rear seat passengers also get considerable legroom and head-

speed manual or a 6-speed torque converter automatic gearbox, the 1.5-litre is offered with a choice of either a 6-speed manual or the 7-speed DSG (dual-clutch) transmission.

I tested both the automatics on a mix of surfaces and road conditions. The large part of the drive was the Grand Trunk Road, a highway out of Amritsar towards Faridkot with dead straight sections. I did expect the performance of the two powertrains to feel pretty much like the Taigun, and I wasn't wrong. And very much like it was with the Taigun and the Slavia, the 1.0 TSI is the engine that surprises with its relative refinement and ability to deliver a performance that defies its size limitation and its 3-cylinder configuration. The Virtus is a big sedan, and the engine really manages to shine. There is just a hint of turbo-lag as one starts off, and there is some of that 3-cylinder roughness at slow speed acceleration. But, while the top-end feels blunted a bit, there is not much that it gives away even during hard acceleration that points to its one-litre engine class membership.

For sheer top-end acceleration and cruising, the 1.5-litre TSI EVO is the engine to choose. The DSG automatic has been tuned for efficiency and in auto mode, it does tend to shift up the gears rather quickly, but it is still seriously quick with all of that torque being available from 1,600rpm. Press the accelerator and power builds quickly, letting you decide how much of it you want to put to use. The Virtus's ride quality is firm but pliant enough to keep me comfortable on even some of the really bad tarmac I drove through on the approach to the highway.

The suspension keeps the sedan composed, and even at speed, the Virtus doesn't crash through potholes. The 16-inch alloys did look small when viewed from the outside, but the taller 205/55 Goodyear tyres that my test mule came shod with help in the ride.

The Virtus also feels planted at speed and carries much of that composure through corners. There is a bit of body roll, but the 179mm ground clearance does help in dealing with some of the big speed breakers in Amritsar.

Bottom line
The Virtus delivers on many fronts. It is a driver's sedan, and that solid build is key in a segment that has missed a vehicle of this caliber to bring the excitement back on.

The confusion about which of the two Škoda Slavia or the Virtus, will only arise in the minds of someone who is brand agnostic. The Virtus is a fantastic upgrade to the Vento, and it also promises to be light on your wallet to own.

Expect prices to range between ₹12 lakhs and ₹18 lakhs.

M&M to launch new Scorpio on June 27

OUR BUREAU

Mumbai, May 20

Mahindra & Mahindra Ltd will launch the new Scorpio-N on June 27.

Bearing the project codename Z101, the all-new Scorpio-N will be powered by spirited gasoline and diesel engines, with a choice of manual and automatic transmissions.

Scorpio classic

The current Scorpio which has evolved over the last two decades as an iconic and a cult brand will continue as the 'Scorpio Classic'.

Speaking on the announcement, Veeraj Nakra, President, Automotive Division, M&M Ltd. said, "Scorpio has been a landmark model for Mahindra, which has redefined the category and become an iconic brand in the Indian automobile industry. The all-new Scorpio-N is expected to recreate benchmarks in the SUV segment in India, yet again."

"The Scorpio-N signifies our commitment towards bringing world-class SUVs to the Indian market and creating delightful ownership experience for our customers," he added.

R. Velusamy, President, Automotive Technology and Product Development, M&M Ltd. said, "The All-New Scorpio-N is an important vehicle for Mahindra, set to redefine the SUV segment in India. Our newest SUV is laden with advanced technology and will offer spirited performance and superior driving dynamics. It is built on a new body-on-frame platform. This tough yet sophisticated SUV has been engineered and designed by our young, enthusiastic, and energetic teams at Mahindra Research Valley (MRV) near Chennai, Mahindra North American Technical Center (MNATC) in USA and Mahindra Design Studio in Mumbai."

The All-New Scorpio-N is slated to arrive on June 27 and will be manufactured at the company's Chakan plant.



WHEELS INDIA LIMITED

Regd. Office : No.21, Patullos Road, Chennai - 600 002.

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Extract of the Audited Standalone and Consolidated Financial Results for the Quarter / Year Ended March 31, 2022

(Rs. in Crores)

Sl. No.	Particulars	Standalone				Consolidated			
		Quarter Ended		Year Ended		Quarter Ended		Year Ended	
		March 31, 2022	December 31, 2021	March 31, 2021	March 31, 2021	March 31, 2022	December 31, 2021	March 31, 2021	March 31, 2021
1	Total income from operations	1,101.33	1,005.67	852.07	3,686.69	2,211.75	1,187.73	1,076.58	927.37
2	Net Profit / (Loss) for the period (before tax and Exceptional Items)	37.15	27.01	33.85	106.51	9.72	34.02	24.06	34.90
3	Net Profit / (Loss) for the period (before tax, after Exceptional Items)	37.15	27.01	33.85	106.51	9.72	34.02	24.06	34.90
4	Net Profit / (Loss) for the period after tax (after Exceptional Items)	27.86	20.60	25.54	79.79	6.75	25.90	18.63	26.59
5	Total Comprehensive Income for the period [Comprising Profit / (Loss) for the period (after tax) and other comprehensive Income (after tax)]	28.85	18.98	25.61	78.20	8.23	26.73	17.23	26.74
6	Paid-up Equity Share Capital (face value of Rs.10/- each)	24.06	24.06	24.06	24.06	24.06	24.06	24.06	24.06
7	Reserves excluding revaluation reserves as shown in the Audited Balance Sheet of the previous year	-	-	-	651.05	575.26	-	-	709.63
8	Earnings Per Share (of Rs 10/- each) (In Rs.) (* not annualised)	11.58*	8.56*	10.61*	33.16	2.80	11.12*	8.05*	11.05*
	Basic :	11.58*	8.56*	10.61*	33.16	2.80	11.12*	8.05*	11.05*
	Diluted:								

Notes:

- The above is an extract of the detailed format of audited quarterly / year ended Financial Results filed with the Stock Exchanges under Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (SEBI LODR). The full format of the aforesaid Results are available on the Stock Exchange websites at www.wheelsindia.com and www.wheelsindia.com.
- The above Standalone / Consolidated financial results of the Company have been prepared in accordance with Indian Accounting Standards (Ind AS) as prescribed under Section 133 of the Companies Act, 2013 read with relevant rules thereunder.
- The above results were reviewed by the Audit Committee and approved by the Board of Directors at their respective meetings held on May 20, 2022.
- The Board of Directors of the Company, at their meeting held on December 07, 2021, approved the scheme of amalgamation of Sundaram Hydraulics Limited with the Company and their respective shareholders. Based on receipt of 'No Objection Letter' dated February 10, 2022 from NSE / SEBI, the Company has filed an application with the Hon'ble NCLT, Chennai on March 16, 2022 and is awaiting necessary directions in this regard.
- Consequent to the approval of the composite scheme of amalgamation / arrangement, the holding of 71,43,656 equity shares have been transferred to / vested in M/s. Trichur Sundaram Santhanam & Family Private Limited (TSSPL), effective February 04, 2022.
- The Company primarily operates in the automotive components segment. The Company also manufactures industrial components which include components and structures for windmills, railways, thermal power plants and Industrial equipments. Accordingly, the reportable segments are:
 - Automotive Components and
 - Industrial Components.
 The segment information is provided to and reviewed by Chief Operating Decision Maker (CODM). The reportable segment information for the corresponding previous periods have been modified to make them comparable.
- The Company publishes standalone financial results along with the consolidated financial results. In accordance with the IndAS 108, "Operating Segments", the Company has disclosed the segment information in the consolidated financial results for the quarter and year ended March 31, 2022.
- Previous period's figures have been regrouped/reclassified wherever necessary to conform to this period's classifications.
- The Board of Directors have recommended a dividend of Rs.8.30 (83%) per equity share of Rs.10/- each for the financial year 2021-22 amounting to Rs. 19.97 Crores.
- Figures of the last quarter are the balancing figures between the audited figures in respect of the full financial year and published year to date figures upto the third quarter of the respective financial year.

For Wheels India Limited

Srivats Ram
Managing Director
DIN: 00063415

Place : Chennai
Date : 20.05.2022

