



SEAT's race-winning BTCC racer and road-going Leon FR  
both boast diesel power

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## **SEAT DIESEL SUCCESS IS WELL ON TRACK**

Spanish car maker SEAT is celebrating an historic achievement in the shape of the weekend's ground-breaking first diesel victory by the dynamic Leon TDI in the hotly-contested HiQ MSA British Touring Car Championship at Donington Park.

SEAT Sport UK star driver Jason Plato piloted the diesel-engined racer to its momentous BTCC triumph, the first for an 'oil burner' in the 50-year history of the touring car championship, and catapulted himself from sixth to second in the BTCC Drivers' Championship in the process.

Plato's victory in Race One on Sunday was followed, in Race Three, by a battling win for fellow SEAT Sport UK driver Darren Turner, providing the perfect end to a near-perfect day's racing for the buoyant SEAT Sport UK team.

The high performance potential of the SEAT 2.0-litre TDI powerplant is obviously without question - its track exploits underline that - but it's also worth noting that a version of the very same engine is busy winning sales, rather than races, in SEAT showrooms.

Lurking under the bonnet of the hot hatch SEAT Leon FR, the road-going 2.0-litre turbodiesel is tuned to offer a muscular 170 PS. It carries the sweetly-styled family five-door from rest to 62 mph in a spirited 8.2 seconds, thunders on to a top speed (where permissible) of 135 mph, and yet is capable of offering 47.1 mpg on the official EU combined fuel consumption cycle. All this, and CO<sub>2</sub> emissions of just 161 g/km, plus the reassurance of a Diesel Particulate Filter (DPF) to further limit the car's environmental impact.

No wonder, then, that sales of the diesel-engined hot hatch have been so impressive. In the last full year for which numbers are available (2007), of the 4,000-plus Leon FRs registered an amazing 71% (2,916 cars) were specified with the potent 2.0-litre TDI engine.