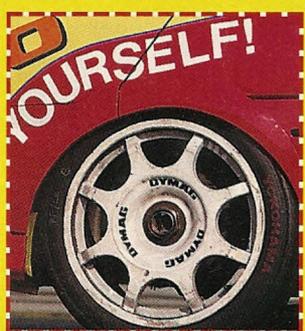


If you thought the Toledo was a very old Triumph saloon, think again. It's a Group A Rally spec racer from Spain and could be a future touring car contender

DUB DETAILS



ENGINE: two litre, four cylinder, twin cam, 16v, fuel injected, built to Group A rally spec with blueprinted bottom end, optimised cylinder head, K&N cone filter, competition exhaust. Power 230bhp. Seven-speed, sequential gearbox with limited slip differential

CHASSIS: 8.5x18" magnesium Dymag wheels with centre-locks. 225/650x18" Michelin slicks. Bilstein coilover dampers, rose-jointed suspension links, adjustable top mounts. AP Racing four-pot front calipers and two-pot on the rear, grooved front discs

OUTSIDE: composite front and rear spoilers, modified wheel arches

INSIDE: carbon fibre dashboard, Kingdragon bucket seats, five-point TRS harnesses, Momo steering wheel, full roll-cage, extinguisher system

SHOUT: Your nearest Seat dealer



Words: Jason Collodi Photos: Gary Hawkins

TOLEDO



Above: Toledo ready to let rip at Brands



Above: Hooge boot spoiler proves Toledo is a racer

If you follow world rallying, you'll be familiar with the last year's World Championship, and Seat's success in the F2 category with the Ibiza. The special edition Ibiza Cupra Sport 16v was the spin off to commemorate the deed.

The Spanish car maker is not so well-known on the race tracks though, but there are plans to change all that with this special Toledo 16 valve racer.

"The car was built to give the public a taste of touring car speed at Seat-organised Dealer Days," said Chris Dale, chief mechanic at Cupra Sport who prepare Seat's motorsport machines.

The events are held by Seat dealers to demonstrate the abilities of the new road and motorsport line-up. It was during one such event PWV ran into the 230bhp, seven-speed brute.

Cupra Sport's brief was to prepare a car to give the feel of BTCC action, but it doesn't follow the full touring car spec: "I think we'd need about £250,000 to develop a car to match those boys," admitted Chris. Instead Cupra built the car to the same spec as the current F2 rally car -



TOLEDO

not that it suffers as a result.

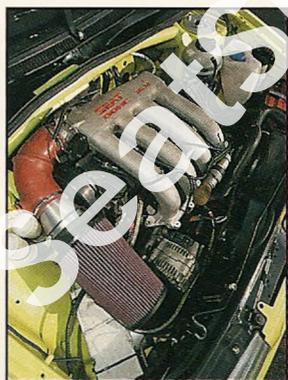
To see it scream round Brands Hatch on monster 18" rims, is an awesome sight. And even when it disappears from view there's no danger you might forget it.

"The Toledo is very loud - we measured it at 105dB. It's been banned from Thruxton because it exceeds their noise limit by 20 decibels!"

The car's basically built to the 1992/3 touring car spec. Although fitted with the 7-speed sequential gearbox and one-piece carbon fibre dashboard, the car would need a lot of development to be converted to 1997 BTCC specification.

For starters the engine needs an extra 70bhp, bigger brakes, stronger front uprights and lighter bodyshell. And, believe it or not, the current wheels aren't big enough - they're running 19s this season.

But forget the technicalities because Seat's Toledo racer looks and sounds superb. Plus it goes like stink as well. So if you're in the market for a Seat, make sure you get along to one of the dealer track days and see if you can wangle the ride of your life. You won't be disappointed! ●



Far left: 230bhp, two litre 16v gives Toledo a major kick up the jacksie

Left: Where's the ICE?

Below: The mighty Toledo lifts a wheel round Druids

