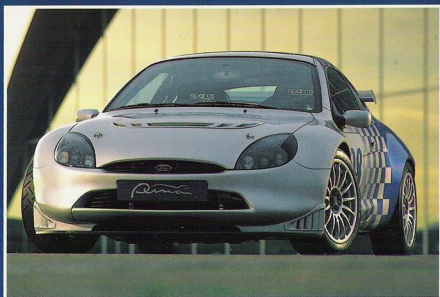



Puma

A DRIVER'S DREAM





Ford Motor Company are pleased to announce that the award winning Puma coupe has been developed for national and international competition.

The combined efforts of Ford's Small and Medium Vehicle Centre and Ford Motorsport ensure that Puma's acclaimed performance on the road will be reflected in competition. The Puma was registered by Ford with the FIA on January 1, 1998, initially for group A use only. The kit car variants proposed homologation date is scheduled for the October 1, 1998.

PUMA JUNIOR 1400cc

The Puma Junior Rally Car will offer young up-and-coming drivers a step-up from the entry level KA into competitive rallying. The car will be powered by a 1.4-litre version of the Zetec-SE 16 valve lightweight aluminium engine, offering 150bhp, and all technical features will be compatible with the current FIA 1.4-litre 'kit car' regulations.

PUMA KIT 1600cc AND 2000cc


The Puma Rally Kit is aimed at drivers with more experience who wish to progress to a higher level of competition with a technically advanced performance car available at a competitive price. Based on the 1.7-litre Zetec-SE engine, this 'Formula 2' rally car will have two 'kit car' derivatives, placing it in the 1.6-litre class and, later in 1998, the 2-litre class. Power output in the 1.6-litre category will be up to 220bhp.

PUMA EVOLUTION

The Puma Evolution is aimed at a variety of non-homologated categories and special events, including ice-racing, hillclimbs and certain national rallies. Incorporating Group A Escort and Escort World Rally Car four-wheel drive running gear - as used by Ford in the FIA World Rally Championship - this most purposeful Puma can be powered by a number of engine options, including the proposed turbocharged 2-litre Zetec or a Duratec V6 unit. Both can produce in excess of 300bhp, depending on the specific event technical regulations.

All three categories of Puma enjoy a number of common features and offer upgrade from one category to another as the budget and aspirations of the competitor change.

Amendments to the front aerodynamics accommodate a new front splitter to give increased front end downforce, whilst a rear aerofoil increases rear downforce and stability at high speed.

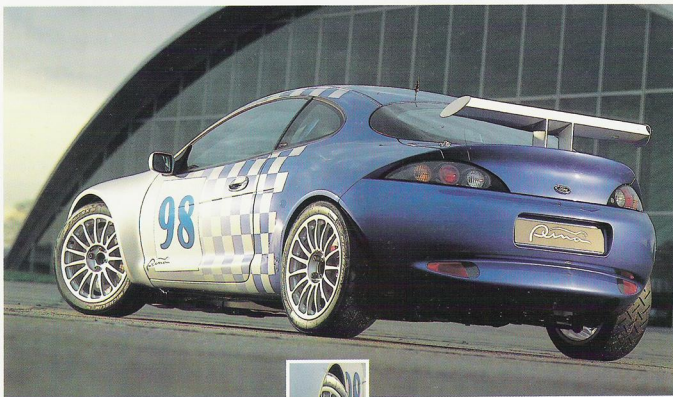




Martin Whitaker, Director of Ford European Motorsport.

"The Puma rally car concept is designed to satisfy the needs of a diverse range of motorsport activities worldwide, from a cost-effective entry level for young drivers to World Rally technology for the more experienced competitor. Puma's image is one of high performance and style and we want to transfer those qualities to the competition vehicle. It also gives Ford the perfect opportunity to support the FIA's proposed junior category, from where future World Rally Champions may come."

"The development of the Puma rally concept is yet another example of how our mainstream and motorsport facilities work together. All the development work on the Puma rally car was carried out at Ford's Research and Engineering Centre at Dunton. With the 1.7-litre version already homologated, development of the Puma concept will continue throughout 1998 with the aim of homologating the Junior and Kit Rally variants in the third quarter of the year. By then they will be fully developed for competition and offer a very attractive and cost effective package for new and existing Ford competitors."



PUMA RALLY CAR TECHNICAL SPECIFICATION

Puma Formula 3

Engine	Zetec SE 16 valve, 150bhp 1.4 kit car version
Transmission	5 speed close ratio in production case
Brakes	4 piston motorsport caliper front, production rear
Suspension	McPherson strut front, twist beam rear with adjustable shock absorbers
Steering	Standard rack and pinion power assisted
Wheels	15 or 16 inch diameter
Weight	790kg minimum

Puma Formula 2

Engine	Zetec SE 16 valve, 200-220 bhp 1.6 kit car version
Transmission	6 speed close ratio sequential gearbox with viscous diff
Brakes	4 piston motorsport caliper front, 2 piston motorsport rear
Suspension	Fully adjustable McPherson strut front, group A derivative twist beam with adjustable shock absorbers
Steering	High ratio rack and pinion, power assisted
Wheels	15 or 17 inch diameter
Weight	880kg minimum

Puma Evolution 4WD

Engine	Escort YB 16 valve turbo, 300 bhp or other
Transmission	6 or 7 speed close ratio gearbox with 4 wheel drive
Brakes	4, 6 or 8 piston motorsport caliper front, 4 piston motorsport rear
Suspension	McPherson strut front, McPherson strut or semi trailing arm rear
Steering	High ratio rack and pinion, power assisted
Wheels	15 or 18 inch diameter



For further information on the Puma Rally Car contact:

Gavin Roberts at Ford Motorsport

Boreham Airfield, Chelmsford, Essex, CM3 3BG, England.

Tel: + +44 (0) 1245 234278 Fax: + +44 (0) 1245 234283