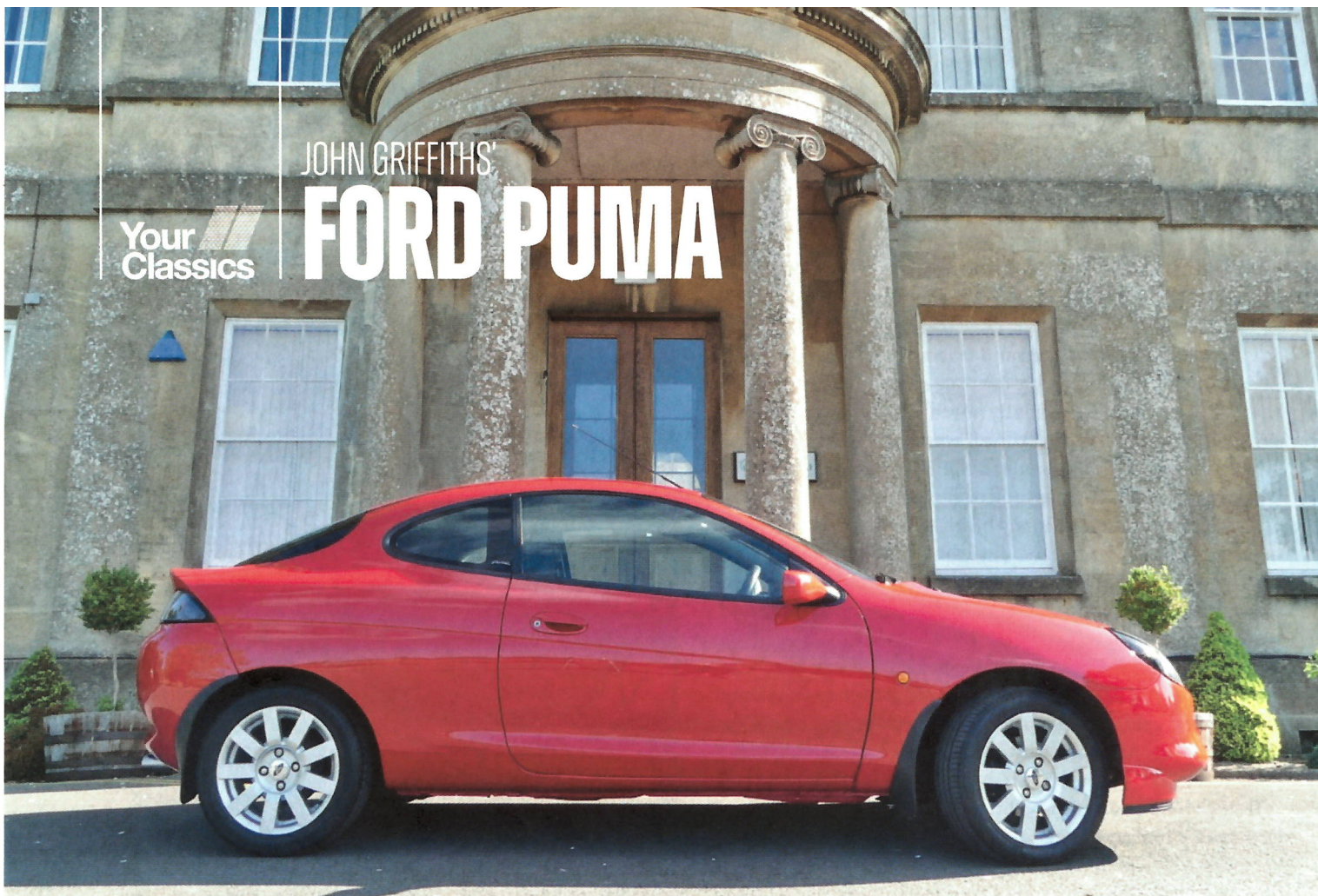


Your
Classics

JOHN GRIFFITHS'
FORD PUMA



“ My first encounter with the Ford Puma came a decade ago, when I bought one for my daughter. Unfortunately that car was written off, but I’ve always fancied another one. I’m now the proud owner of Y609 TBF, a 1.7-litre Puma with just 45,000 miles on the clock. It has been well maintained and, perhaps crucially, it is showing no signs of rust. The interior is spotless, and the camshaft and water pump were changed five years ago. I intend to keep the corrosion at bay, which is why I’m going to invest in some Dinitrol rust prevention treatment.

The Puma is such a special car to drive, and it isn’t lacking anything you need from a modern car. I don’t miss the

complicated electronic gimmickry of a modern vehicle, and the constant fear that something is about to fail. The handling is as good as any other front-wheel-drive car I have driven and it’s quick enough to keep up with modern traffic. I’m even averaging 44mpg on a good run. It’s not difficult to see why the Puma was such a hit for Ford. I love the clear white dials, the proper short-pull handbrake, round gear knob, air-con and CD/radio. The seats are nicely shaped, front and back, and the driver’s seat is also height adjustable for the perfect driving position.

Have I tempted you into trying or even buying a Puma while they are still undervalued? It’s based on a Ford Fiesta, so running costs are low, and it even has a good reputation

for reliability. The 1.7-litre engine is obviously the best, but the 1.4 and 1.6-litre versions offer the same fine handling and lower running costs. Are there any negatives? Rust is a serious issue, especially on the sills and rear arches, and the back seats are a bit cramped. But the positives, namely the handling, steering and styling, far outweigh the negatives. The Puma now sits alongside my superb Mercedes-Benz E320 Coupé (as seen in issue 4). Contrasting driving experiences, but both great cars. Get a Puma while you can. ”

