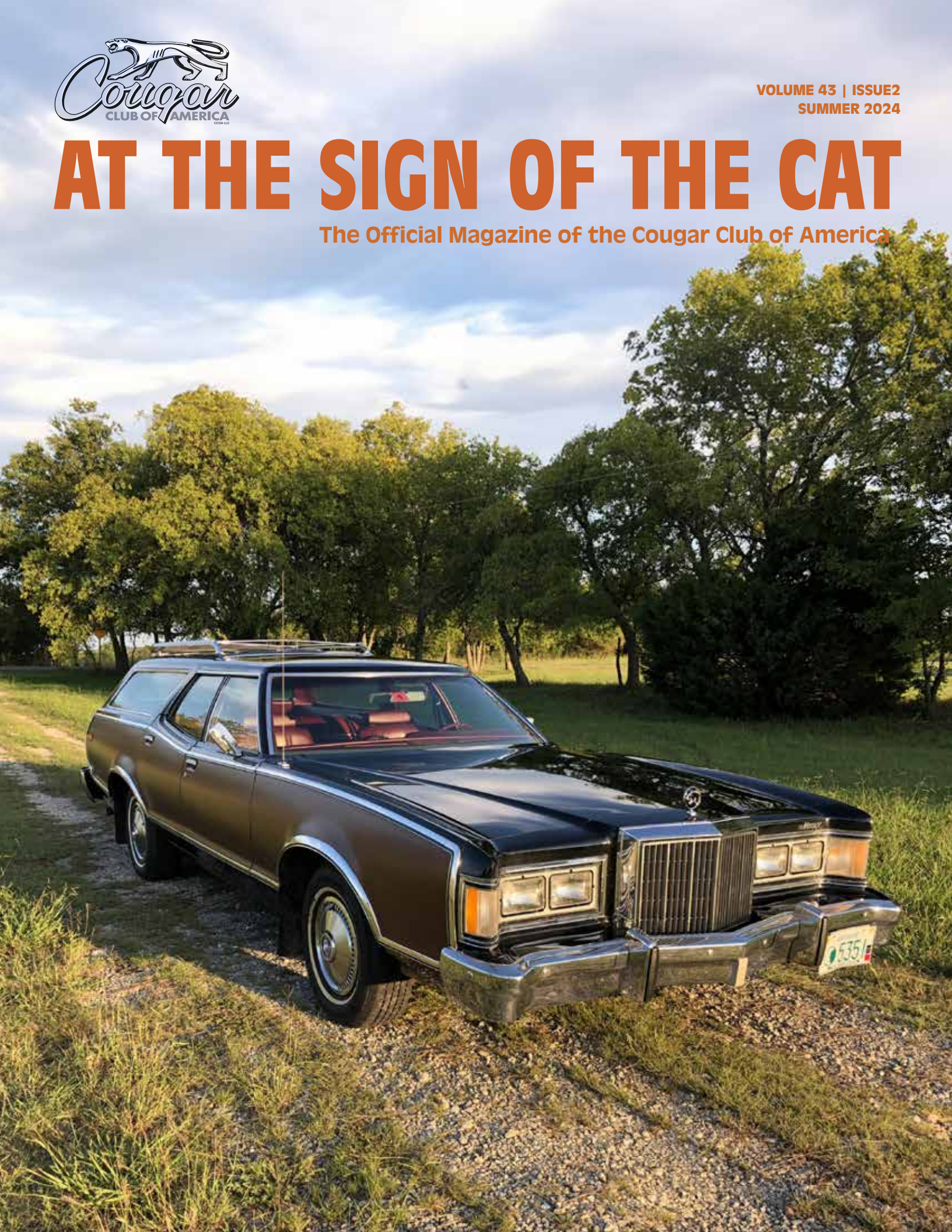
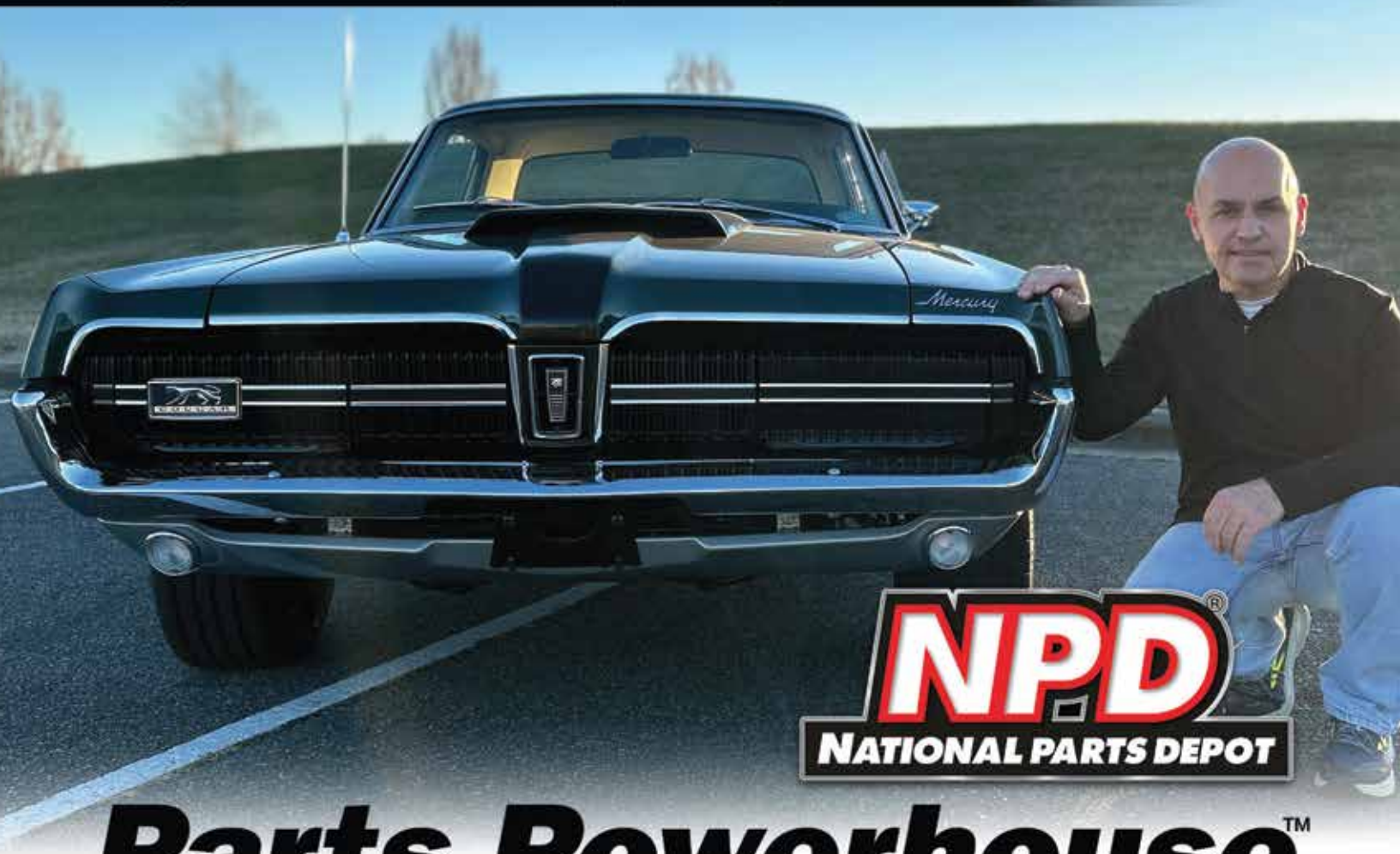
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SUMMER 2024

AT THE SIGN OF THE CAT

The Official Magazine of the Cougar Club of America



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AT THE SIGN OF THE CAT

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A VIEW FROM THE CHAIR



By Gavin Schlesinger - CCOA Chairperson (CCOA #5780)

Ladies and gentlemen, start your engines…

The summer of 2024 is in high gear. The streets and car shows are coming to life as everyone is out on the prowl in their cats. It is hard to believe how quickly time passes.

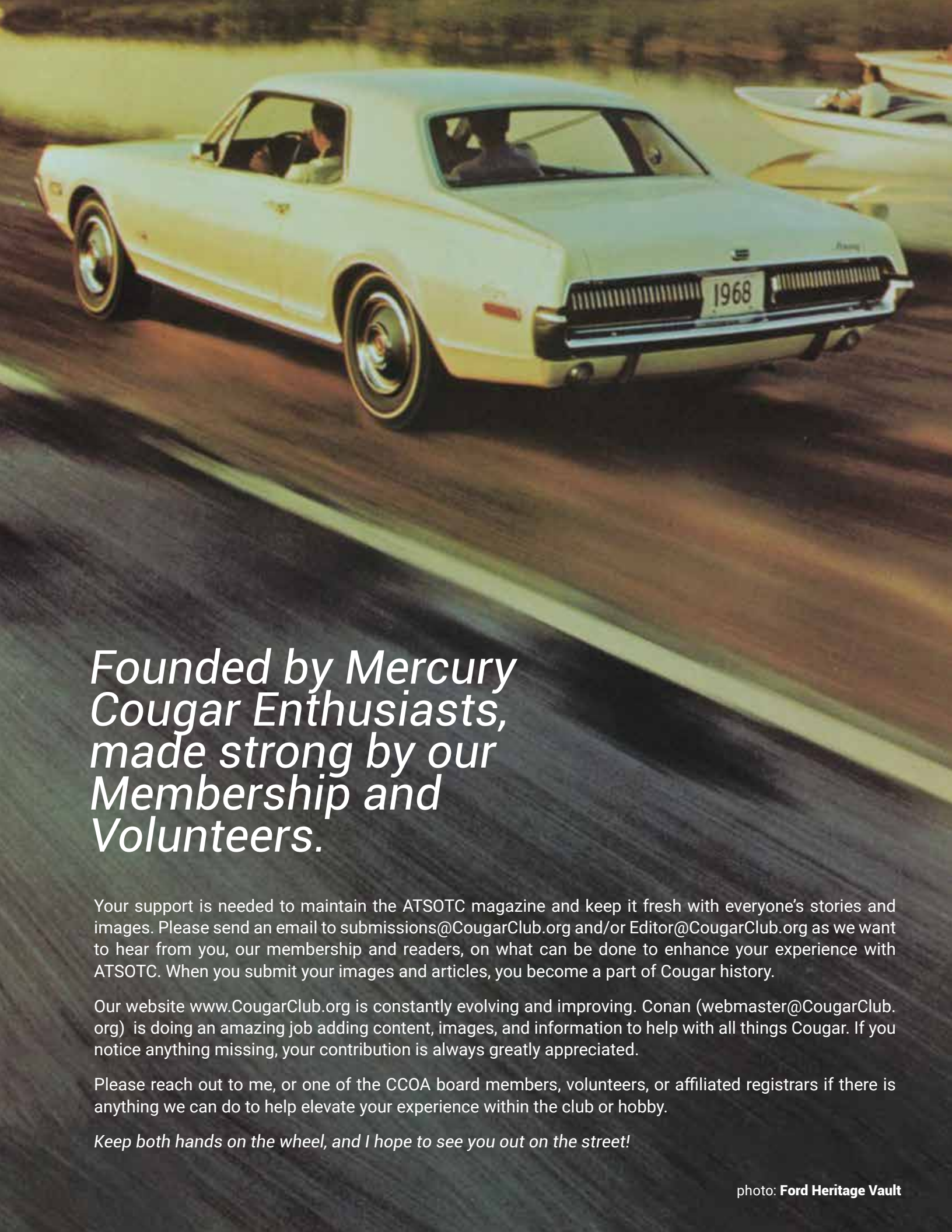
Believe it or not, 2027 is right around the corner—do you know what you will be doing to celebrate the 60th anniversary of the Mercury Cougar? It will be hard to top the 2017 events for the 50th. Let's hope there are as many cars and enthusiasts as possible making the journey to attend events across the country and around the globe. Have you spoken with your local contacts and favorite part suppliers to see what they have brewing for 2027? Chris Jones, our new Club Servies Director, is seeking any and all details in the works as he can help bring ideas into reality working with clubs around the world promoting the events with our membership. With the graphics Phillip Payne developed for the 50th now being iconic with the anniversary event, it will be fantastic to see what theme decals are in the works for the 60th. We are all looking forward to seeing and collecting them.

They say that the more things change, the more they stay the same. Dennis Pierachini will tell you it is more about the amazing people you see and meet at events that make our hobby what it is. We are a group of unique and amazing individuals who join with a common passion and love for the Mercury Cougar and form an amazing diverse community.

I cherish all the memories and relationships that I have made over the past 39 years in this community. I look forward to seeing old friends and making new ones in the years to come.

If you have ever thought of being a volunteer, there is no better time than today. ***We are seeking additional support for coordinating events and with our social media presence.***

Thank you for your continued support for the Cougar Club of America and our hobby!



Founded by Mercury Cougar Enthusiasts, made strong by our Membership and Volunteers.

Your support is needed to maintain the ATSOTC magazine and keep it fresh with everyone's stories and images. Please send an email to submissions@CougarClub.org and/or Editor@CougarClub.org as we want to hear from you, our membership and readers, on what can be done to enhance your experience with ATSOTC. When you submit your images and articles, you become a part of Cougar history.

Our website www.CougarClub.org is constantly evolving and improving. Conan (webmaster@CougarClub.org) is doing an amazing job adding content, images, and information to help with all things Cougar. If you notice anything missing, your contribution is always greatly appreciated.

Please reach out to me, or one of the CCOA board members, volunteers, or affiliated registrars if there is anything we can do to help elevate your experience within the club or hobby.

Keep both hands on the wheel, and I hope to see you out on the street!

photo: **Ford Heritage Vault**



1977 MERCURY COUGAR VILLAGER WAGON

By Robert Eden, Van Alsyne, TX (CCOA #8108)


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I am the lucky owner of a low-mileage 1977 Mercury Cougar Villager wagon and would like to tell you about it. First, though, a brief background on myself.

I live in North Texas and have been a fan of the Cougar nameplate for over forty years. My parents helped me buy my first car in 1982, an 83,000-mile 1975 Cougar XR-7, and I have loved these cars ever since. I still have that Cougar and, though it runs, it is not very pretty due to rust caused by Midwestern winters.

My membership in the CCOA started in the late 1980s and continues to this day, though I have left and returned several times over the years. My current Cougar stable includes the original '75, 1969 coupe, 1973 XR-7 convertible, a pair of 1974s, 1978 coupe, 1982 wagon, 1987 convertible, and 1990 XR-7.

In 1974, the Cougar left the Mustang platform and joined the mid-size Torino/Montego as a personal luxury vehicle. By 1977, the Cougar name carried enough weight that Mercury opted to expand its range beyond two-doors for the first time, all the while continuing use the same platform that was being used by the Ford Thunderbird.

The wider variety of Cougars still offered the personal luxury XR-7 coupe, but now Mercury fielded two- and four-door sedans plus a wagon – all called, simply, "Cougar." The wagons included a base car and went all the way up to the top-of-the-line Villager, complete with fake wood siding. Engines included the 351 (149 hp) and 400 (168 hp). All were automatics.

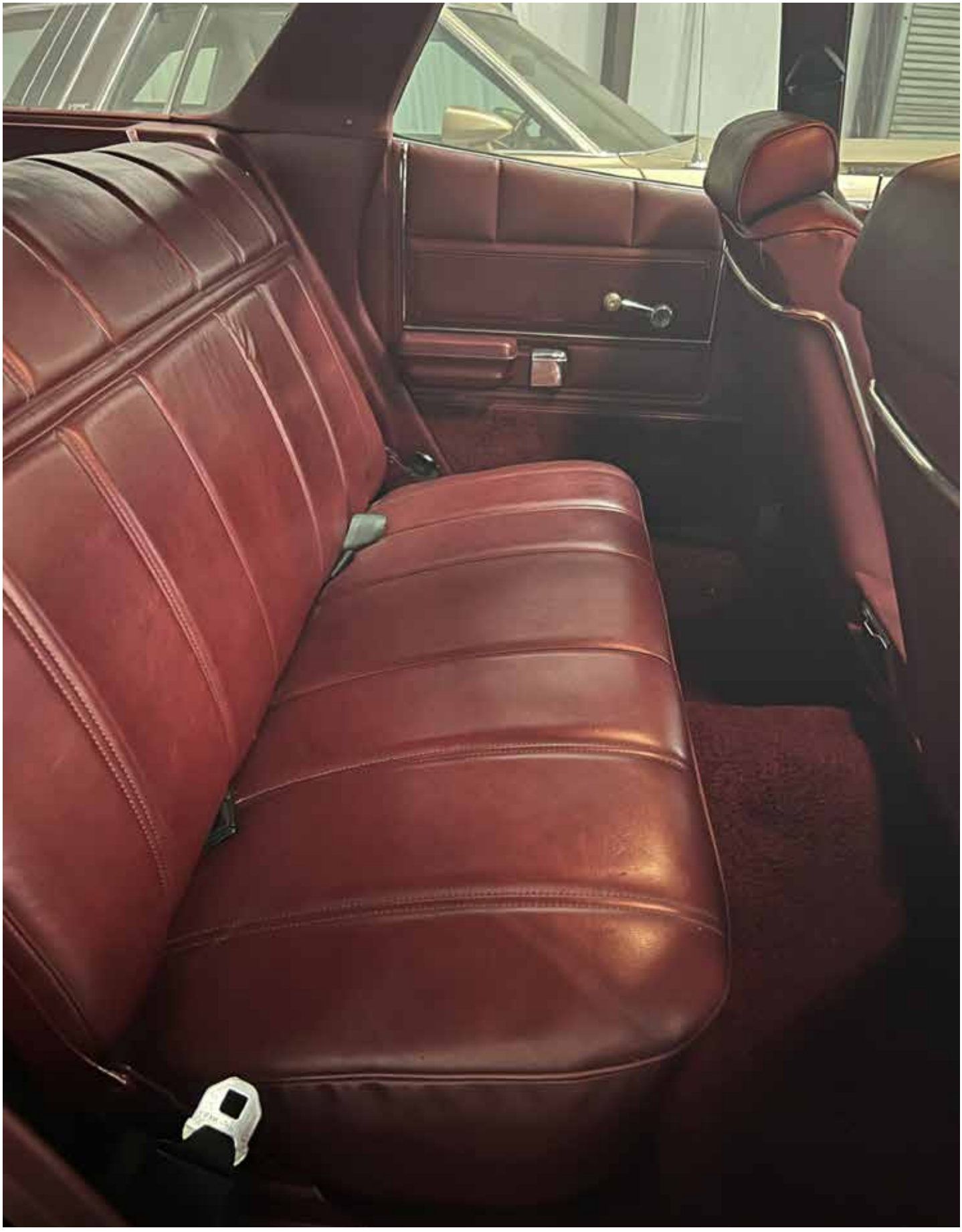
New grille and hood aside, the basic wagon differed little from the old Montego wagon that it replaced. Wikipedia tells us that a revision of the rear bodywork of station wagons was deemed too extensive, explaining why the Cougar wagon adopted the 1977 front fascia with the body of the previous Montego wagon. The wagon turned out to be a one-year wonder, as it was replaced by the all-new Mercury Zephyr wagon and the downsized, Marquis-based 1979 Colony Park wagon.






CAUTION-FAN


M E R C U R Y
Cougar





Back in 2018, Kamran Waheed, a CCOA registrar and fellow member of the Lone Star Cougar Club, contacted me about a lady in New Hampshire who had reached out to the CCOA about a 1977 Cougar wagon for which she was trying to find a suitable new owner. Kamran knew that I had the '82 already and was always on the lookout for other wagons, so he put me in touch with the seller.

She was a lovely lady whose father purchased the wagon new and had taken loving care of it for forty years. She did not want it falling into the hands of someone who would put it into a demolition derby, a teenager, or just anyone who may fail to give it the same level of care that her father gave. We spoke on the phone and exchanged e-mails several times, then struck a deal.

Upon delivery, I was ecstatic with the condition of the wagon. It was readily apparent that the original owner had taken exquisite care of it, including never letting it endure a harsh New Hampshire winter. Only 37,029 miles were on the odometer when it arrived at my house, looking every bit of it. There was no pondering whether it was really 137k miles with this one.

According to the Marti Report, the Villager features "Black Paint," a Dark Red vinyl flight bench seat, 400-2V engine, 2.50 conventional rear axle, and C6 automatic transmission. This Cougar was built at the Lorain, Ohio plant and shipped to Auto City Lincoln-Mercury in Portsmouth, New Hampshire. Among its options were the snazzy white sidewalls, AM radio, tinted glass, front license plate bracket, and Cross Country suspension.

A smattering of fun documentation was included, such as a gas fill-up history recorded over the course of a lengthy road trip. Its gas mileage ranged from a low of 10.1 to 15.1 (with a note saying that his wife was driving) to 17.6 (while descending a mountain).

The original owner also had Ziebart rustproofing applied on January 22, 1977, for the princely sum of $140. The auto body outfit that performed the application also charged $10 to wash the underside prior to undertaking the Ziebart process. Ziebart provided a 5-year/50,000-mile warranty, though it required an inspection at the 2-year/20,000-mile mark in order to avoid voiding the warranty.

Aside from the rustproofing, it does not appear that the original owner modified the Cougar. It definitely received the routine maintenance that one would expect from a fastidious owner but, by all appearances, it remains stock.

The Cougar drives like what you'd expect: big and boaty, soft and floaty. Pure 1970s! It starts and drives great. I have not put a lot of miles on it during my six years of ownership, though I am certain to start and move it enough to avoid the headaches associated with sitting. I plan to put new tires on it in the next year or so, as I do not want to be on a road and have a blowout. I suffered a flat on an interstate highway while driving my 1974 Cougar several years ago, and it was not a fun experience. Fortunately, no damage occurred.

It is a blast to take to car shows or Cars & Coffee events. The Cougar draws a lot of comments, ranging from "I did not realize that there was a Cougar wagon" to "it must be a fake" and, very rarely, "I remember a friend having one of those." I see myself as a caretaker of this beautiful wagon, and there are no plans to sell it.

If you are interested in seeing the wagon and other cars in my collection, I have a YouTube channel called "Unloved Autos" featuring my fleet and more.

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Mercury Cougars On the Big and Small Screens – QUIZ

By Mark Kulwik (CCOA #9575)



1. Which film features a 1983 Mercury Cougar as the personal car of detective Amelia Donaghy, played by Angelina Jolie, to solve a series of murders?
   A) Se7en B) Zodiac C) The Bone Collector D) Mystic River

2. Which TV show featured a 1969 Mercury Cougar XR-7 convertible as the personal car of character Phoebe Halliwell?
   A) Charmed B) Buffy the Vampire Slayer C) Sabrina the Teenage Witch D) Dawson's Creek

3. In the TV show "The Dukes of Hazzard," what was the name of the 1970 Mercury Cougar XR-7 driven by Daisy Duke in a special episode crossover?
   A) Thundercat B) Thundervolt C) Thunderbird D) Thunderstruck

4. Which film includes a 1974 Mercury Cougar XR-7 as the car driven by actor Robert De Niro involved in a bank robbery scheme?
   A) Heat B) Inside Man C) The Town D) Den of Thieves

5. In the TV show "Beverly Hills, 90210," what color was the 1979 Mercury Cougar driven by the character Brandon Walsh?
   A) Red B) White C) Black D) Blue

6. Which film features Peter Fonda and a 1967 Mercury Cougar XR-7 as the main character's vehicle in a high-speed chase scene?
   A) Gone in 60 Seconds B) Dirty Mary Crazy Larry C) Vanishing Point D) Two-Lane Blacktop

7. In the TV show "The X-Files", what year and model of Mercury Cougar was driven by the character Dana Scully?
   A) 1967 Mercury Cougar B) 1973 Mercury Cougar C) 1989 Mercury Cougar D) 1995 Mercury Cougar

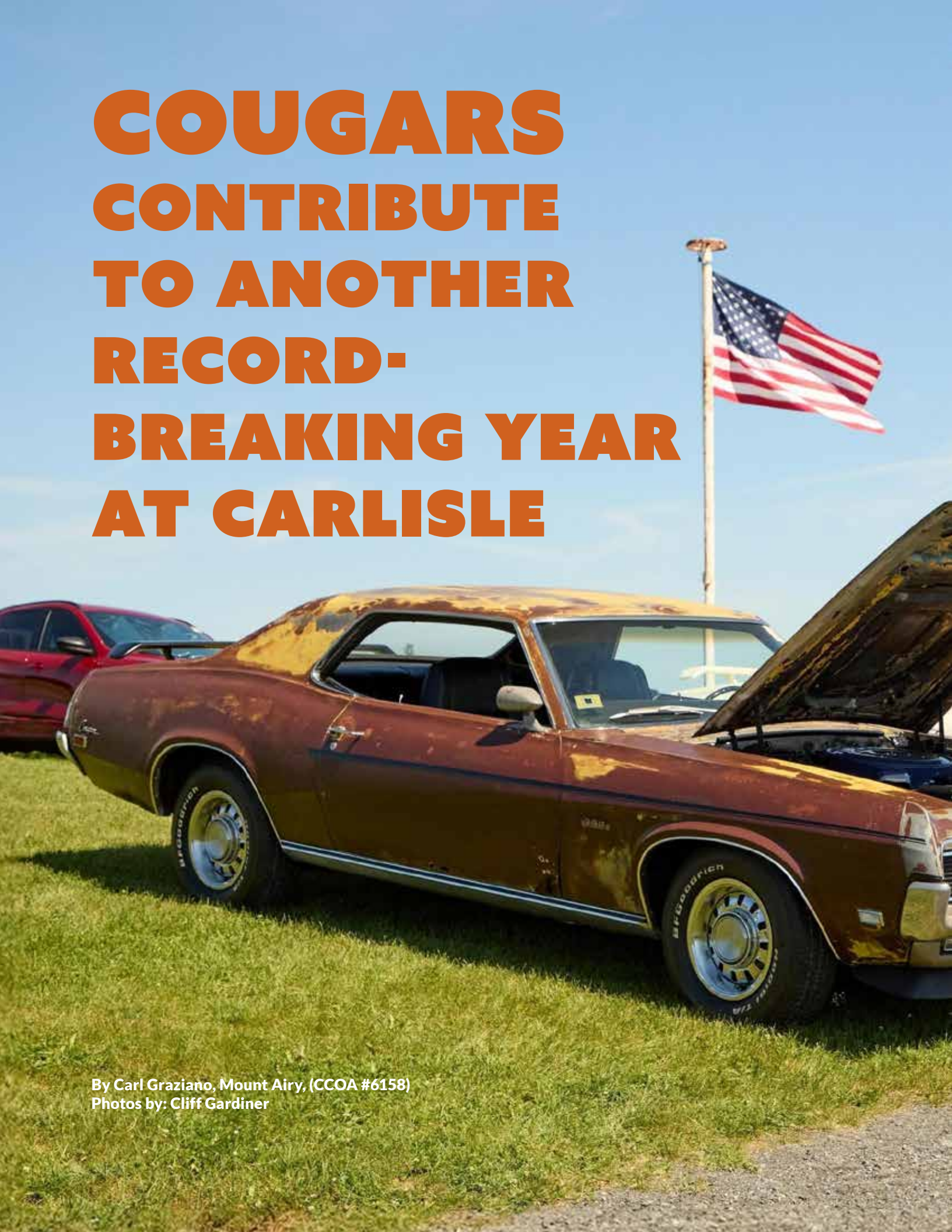
8. In which heist film does the wealthy businessman, played by Steve McQueen, drive a 1968 Mercury Cougar XR-7?
   A) Bullitt B) The Great Escape C) The Thomas Crown Affair D) Le Mans

9. In the TV show "CHiPs", what was the nickname given to the 1978 Mercury Cougar XR-7 driven by Officer Jon Baker?
   A) Thunderbird B) Thundercat C) Thunderstruck D) Thunderbolt

10. Which film features a 1971 Mercury Cougar XR-7 Convertible, driven by a private investigator Philip Marlowe, in a mystery thriller plot?
    A) Kiss Kiss Bang Bang B) The Nice Guys C) Inherent Vice D) The Long Goodbye

Find the answers on page 37

COUGARS CONTRIBUTE TO ANOTHER RECORD-BREAKING YEAR AT CARLISLE



By Carl Graziano, Mount Airy, (CCOA #6158)
Photos by: Cliff Gardiner


COUGAR

Cougar enthusiasts did their part to push turnout for the Carlisle Ford Nationals to a new high for 2024. More than 50 cats were among the record-breaking total of more than 3,500 FoMoCo products the May 31–June 2 event.

Cougars filled several rows in their usual spot on the showfield's north end, with a selection of cars that included everything from standard first-generation models to Eliminators, XR7-Gs, and other limited-edition models. A good selection of cats from later generations also dotted the show field.

Turnout was driven by the annual joint promotion by the Cougar Club of New Jersey/Pennsylvania, the Delmarva Cougar Club, the Cougar Club of New England, and the New York Classic Cougar Club. These four regional clubs have made the Carlisle Ford Nationals their signature annual event since the early 2000s.

Mother Nature rewarded the big Cougar turnout with near-perfect weather for all three days. In fact, evening and overnight temperatures were so uncharacteristically cool that some participants scrambled to find sweatshirts and other warm clothing for dinner runs and after-hours hangouts in hotel parking lots.












Cougar


Cougar


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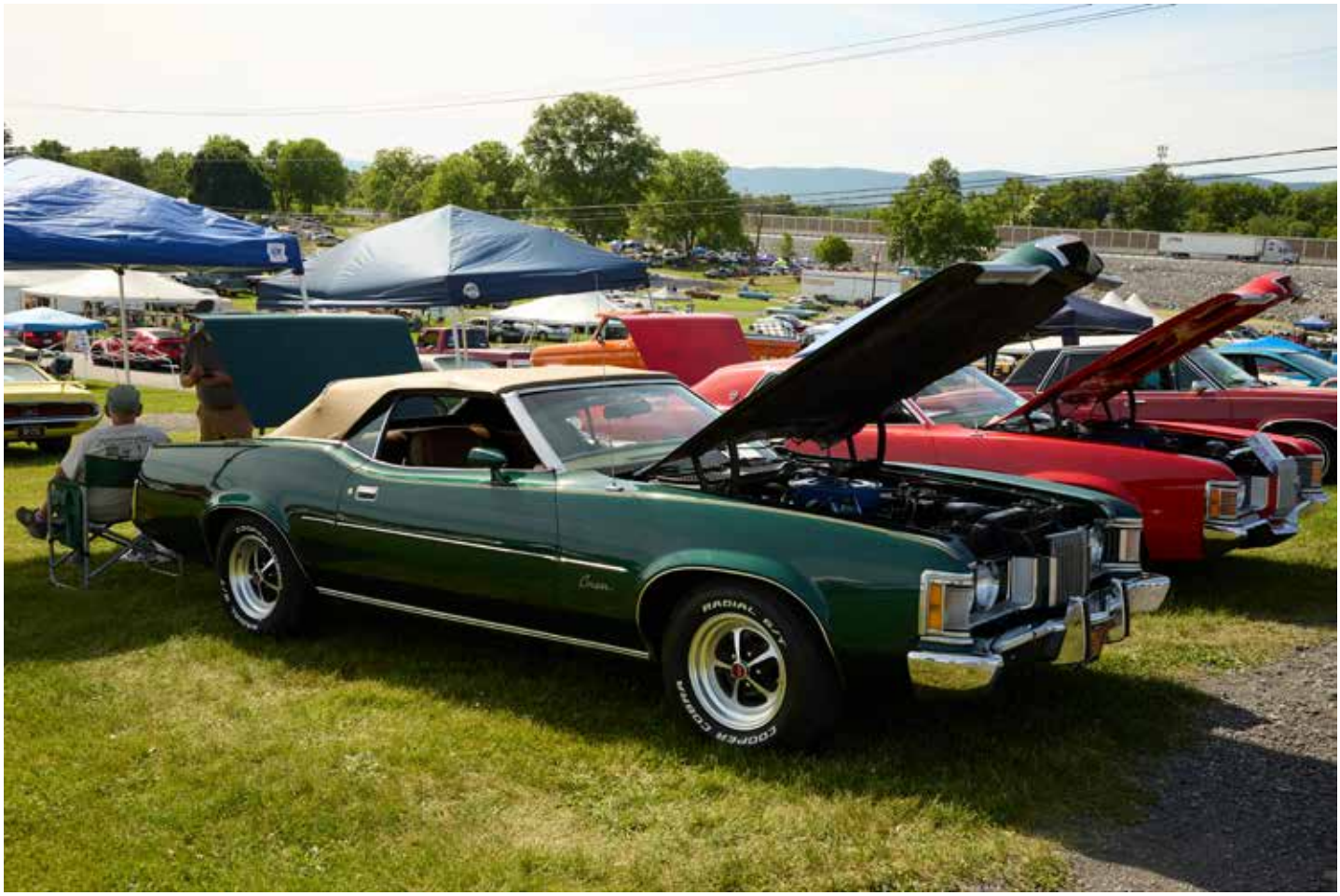
At the show, various special displays highlighted the weekend, including a celebration of the Mustang's 60th anniversary. Important cars from Mustang's long history filled Carlisle's main display building, including the 1963 Mustang II concept car and a Shelby Bordinat Cobra concept from the same year.

Back at the Marriott Courtyard Mechanicsburg, Cougar owners reconnected at the clubs' traditional Saturday night cookout in the courtyard behind the hotel.

The weekend went too quickly, leaving these Cougar fans already itching for a return in 2025.


























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People's Choice Winners, Cougar Classes



1969-1970 COUGAR CONVERTIBLE

1. Steven Polansky	1969 Mercury Cougar
2. Barry Zortman	1969 Mercury Cougar
3. Roy Mills	1969 Mercury Cougar

1967-1968 COUGAR STANDARD

1. Mark Eshelman	1967 Mercury Cougar
2. Michael Czajkowski	1968 Mercury Cougar
3. Carl Graziano	1968 Mercury Cougar

1967-1968 COUGAR XR-7/XR7-G/GT/GT-E

1. Nancy Pratt	1968 Mercury Cougar
2. Jim Norwich	1967 Mercury Cougar
3. Frank Schoenacker	1968 Mercury Cougar

1969-1970 COUGAR STANDARD/XR-7 COUPE

1. Cliff Gardiner	1969 Mercury Cougar
2. Bryan Kaeser*	1969 Mercury Cougar

* Celebrity pick chosen by: Kurt Lawrance, KTL Restorations

3. Jeffrey Blaine	1969 Mercury Cougar

1969-1970 COUGAR ELIMINATOR

1. John Schmidt*	1970 Mercury Cougar

* Celebrity pick chosen by: Phillip Payne, Delmarva Cougar Club

2. Thomas Wilds	1970 Mercury Cougar
3. David Dantzler	1969 Mercury Cougar

1971-2002 COUGAR

1. Robert Behnke	1973 Mercury Cougar
2. Rich Kellogg	1971 Mercury Cougar
3. David Bran	1972 Mercury Cougar


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Answers to the ´Mercury Cougars on the “BIG” and “small”screen´ - Quiz (page 19)

1. C) The Bone Collector
2. A) Charmed
3. B) Thundervolt
4. A) Heat
5. B) White
6. B) Dirty Mary Crazy Larry
7. C) 1989 Mercury Cougar
8. C) The Thomas Crown Affair
9. A) Thunderbird
10. D) The Long Goodbye

COUGAR WAGON REGISTRY UPDATE

By Kamran Waheed (CCOA #3679)



photo: **Ford Heritage Vault**

It has been almost three years since my last update for the Cougar Wagon Registry so I thought it was time. Cougar wagons were only produced for two years, 1977 and 1982. Cougar wagons are quite unique and were produced in low numbers. They are rarely seen today.

Since the last update, the registry has added quite a few more vehicles. Cougar wagons are becoming better known since the registry began in January 2013, and I look forward to seeing how many wagons we can find.

As of this writing, there are 32 1977s and 28 1982s registered.

In 1977, 13,520 Cougar wagons were built, 4,951 Commuters (no woodgrain) and 8,569 Villager (with woodgrain). The base engine was a 351 with the 400 being optional. All 1977 Cougar wagons were built in Lorain, Ohio.

In 1982, 19,294 Cougar wagons were built in two trim levels, the GS and the LS. The GS was more of a luxury package and did not have the woodgrain on the sides or rear tailgate. The LS package (also called the Villager) and had the woodgrain.

If you own one of these unique Cougar wagons, please send your contact info along with the VIN, data plate info, and any other documentation you may have (as well as pictures!) to the address or email below.

And, if you happen to spot a Cougar wagon on the prowl, or see one in "Cougar heaven," I would be indebted to you if you did the same.

Kamran Waheed

C/O CCOA Cougar Wagon Registry
1419 Tierra Calle
Carrollton, TX 75006
USA

Email: cougarwagons@cougarclub.org





photo: **Ford Heritage Vault**



The Golden Dream

My 1969 Mercury Cougar Sports Special

By Thierry Frisch (CCOA # 9342)
Photos by Myriam Kraemer and Thierry Frisch




69474



Growing up, I was heavily influenced by the imagery and stories portrayed in American TV shows. The allure of classic American cars was deeply ingrained in my mind, especially after seeing Johnny Depp's blue 1968 Mustang fastback in "21 Jump Street." That car ignited my passion for vintage muscle cars but, as the Mustang was so ubiquitous, I yearned for something more unique. It was during my search for a distinctive classic that I stumbled upon the 1969 Mercury Cougar. Its horizontal grille and concealed headlights made me fall in love instantly.



One late night in 2014, while scrolling through an online marketplace, I found an ad that made my heart skip a beat. There it was: a 1969 Mercury Cougar Sports Special in a stunning Medium Gold hue, offered by a vendor in Germany. The price was 16,000 euros, a significant investment, but one I was willing to make for such a piece of history. Despite my reservations about purchasing such a item sight unseen, the allure of owning this classic was too strong to resist.

The vendor provided detailed photos of the car, showcasing its vibrant Medium Gold paint and Nugget Gold interior. The images revealed a car in good condition. The vendor had good reviews online, which further reassured me. Trusting their word and the visual evidence, I took the leap and bought the Cougar.

Transporting the car from Germany to my home in Luxembourg was surprisingly smooth. The shipping cost was an additional 500 euros, a small price to pay for the convenience. A few weeks later, a flatbed truck pulled up to my driveway carrying my golden dream. My first sight of the Cougar was a mix of excitement and anxiety. The car gleamed under the afternoon sun, and the detailed photos hadn't done it justice.

Eager to inspect my new acquisition, I popped the trunk and was relieved to find that the rust wasn't extensive. Armed with a wire brush, sandpaper, and rust treatment kit, I spent a weekend grinding away the corrosion. It was painstaking work but, with each layer of rust removed, I felt a growing connection to the car. After a few hours of labor, the trunk was restored to its former glory, and I treated the metal to prevent future rusting.





The next challenge was the power steering. Initially, I didn't notice any issues but, after a few drives, the steering wheel felt heavy and unresponsive, making driving a chore. Frustrated, I decided to take the Cougar to a local car shop specializing in classic vehicles. The mechanics confirmed my suspicion: the power steering cylinder needed replacement. However, the first replacement cylinder they sourced was not of high quality and, after a few months, it began to fail. I returned to the shop, which sourced a more reliable cylinder this time. A few days later, I was back behind the wheel—the Cougar handled beautifully, gliding smoothly and responding with agility.

Another problem soon emerged: the car was very difficult to start. It would rev but not catch. The issue seemed intermittent, making it even more frustrating to diagnose. Determined to fix it, I researched the problem and discovered that the ignition system could be the culprit. I replaced the spark plugs, ignition coil, and distributor cap, but the problem persisted.

After more research, I decided to upgrade to a PerTronix electronic ignition system. This solution promised to eliminate the inconsistencies of the original points system. Installation was straightforward and, once everything was in place, I turned the key with a mix of hope and trepidation. The engine roared to life on the first try. The Cougar started somewhat reliably from then on.

There were still a few more quirks to iron out. The front passenger window wouldn't open straight, which made operating it a hassle. I disassembled the door panel, realigned the window track, and lubricated the mechanism. After some adjustments, the window finally moved smoothly. Another issue was the rear window, which seemed to have a leak as water would get inside whenever it rained. I resealed the window, ensuring it was watertight and preventing any further water damage.











Lastly, I decided to give the Cougar a bit of a personal touch. The grille, though iconic, looked a bit faded. I spray-painted it with black Plasti Dip, giving it a fresh, sleek look that contrasted beautifully with the gold body. The best part about using Plasti Dip was that it was easily removable. If I ever wanted to return the grille to its original state, I could simply peel off the paint without any damage.



With the major issues addressed, I focused on the joy of owning and driving this classic beauty. Every time I turned the ignition, the Cougar's 351ci V8 engine roared to life, sending a thrill down my spine. Driving the 1969 Mercury Cougar Sports Special was like stepping back in time: the throaty growl of the engine as I accelerated down the open road, the feel of the Nugget Gold vinyl decor bucket seats, and the admiring glances from fellow car enthusiasts all contributed to an unparalleled driving experience. Each ride was an event, a celebration of automotive history and personal triumph.

I began attending car shows and meet-ups, eager to share my pride and joy with others who appreciated the art and engineering of classic cars. The Cougar became a conversation starter, drawing attention and sparking discussions about its history. Each show was a new chapter in the car's storied life, adding layers to its already rich narrative.

However, by 2017, life took a different turn. Financial pressures mounted, and maintaining the Cougar became increasingly difficult as more problems popped up. It was with a heavy heart that I decided to sell the car. I found a buyer in Germany, and the Cougar made its journey back across the border. The day it left my driveway was filled with mixed emotions. I knew it was the right decision at the time, but a deep sense of regret lingered.

I miss that car dearly. The memories of driving it, the connection I felt, and the pride of ownership still resonate with me. I hope to buy another 1969 Cougar in the future but, until then, the golden Cougar will remain a cherished chapter in my personal history, a symbol of passion, perseverance, and the enduring allure of vintage automobiles.




69474


Cougar



MEMBERSHIP REPORT

By Charlie Brown (CCOA #8693)
Member Services Director

WELCOME TO THE COUGAR CLUB OF AMERICA

Summer is nearly over for many of us here in the Heartland, and it is time to get those Cougars out of the shops and garages and take them for a drive. We all love to take them out, show them off, and talk to other classic car enthusiasts about them. Who knows—you may meet another Cougar owner that you can invite to become a member of CCOA. It's always a good opportunity to spread the word about the Cougar Club of America.

Continue to share pictures on the CCOA Facebook page. **If you are so inclined, take photos at your club meetups and any club get-together and submit an article for the ATSOTC. If you're new to CCOA, why not write an article about your Cougar and its history? We all love a good story, and we love it even more when it's shared with our CCOA family.**

I know that, from time-to-time, Cougars end up being sold to new owners, so I would like to encourage you to ask the new owner to join CCOA and share the enthusiasm we all have for our Cougars.

CCOA membership for the last three months saw a slight downturn in active members. We also saw a lower-than-normal number of responses to renewal notices that went out in December. We are still missing several renewals, so please check your cards for the expiration dates.

I would like to share some statistics about changes to our CCOA membership:

As of April 30, 2024, Cougar Club of America has 712 active members, down from 738 in January. We expected more renewals in February, but some members may have missed the notice. From February 1 to April 30, 2024, a total of 76 members renewed their memberships. From February 1 to April 30, 2024, we added 15 new members.

NEW MEMBERS

Joining the club from February 2024 through April 2024 are the following new members. Please welcome them!

CCOA#	Member name	City	State	Country
10586	PETER VANDERHEIDEN	LARAMIE	WY	United States
10587	DAVID DAVIDSON	FARMINGDALE	NY	United States
10588	MIKE SYMMONS	ANTIOCH	CA	United States
10589	MICHAEL VILLADORES	TURLOCK	CA	United States
10590	JAMES MORAN	WANTAGH	NY	United States
10591	MAXIMUS VILLARINI	DEARBORN	MI	United States
10592	CRAIG MILLER	NEWTON	IA	United States
10593	DAVID PASKOFF	SEATTLE	WA	United States
10594	JOE GAGLIARDI	WILLOW STREET	PA	United States
10595	ANA ENFIELD	SAINT FRANCIS	KS	United States
10596	ROBERT BARNES	JENKS	OK	United States
10597	EDWARD BENTLEY	GREENVILLE	MI	United States
10599	MATTHEW & PATTIE HINDI	BLANCHARD	OK	United States
10600	JASON & JAMES MUNN	TALLAHASSEE	FL	United States
10601	STEVEN BRODA	NORTHVILLE	MI	United States

SPREAD THE WORD

We need your help grow the CCOA family. The more Cougar enthusiasts we have as members, the more articles we will have for the magazine. If you know someone who appreciates the Cougar but who is not yet a member of the CCOA, please share your magazine or invite them to visit our website. New members are always welcome!

MEMBERSHIP RENEWAL

IS IT TIME TO RENEW YOUR MEMBERSHIP?
DO YOU NEED TO MAKE AN ADDRESS CHANGE?

Check your CCOA membership card for your due date. If you are an e-member, you will receive an email with a download link to let you know if it's time to renew. If your renewal is due, just use the "JOIN" button at www.cougarclub.org and this link will take you to Cornerstone Registration for renewal Membership processing

https://ccoa.cornerstonereg.com

If you prefer, you can send a check using the membership form found elsewhere in this magazine.

Be sure to let Cornerstone Registration know if you change your postal or email address. We use this data to mail out the ATSOTC. You can also change your personal information on their site. It pains me when mail is returned undeliverable, as you can imagine. If you have an issue updating your personal information, please don't hesitate to contact Cornerstone Registration.

Cougar Club of America

c/o Cornerstone Registration, Ltd.
PO Box 1715
Maple Grove, MN 55311-6715

Toll-Free: 866-427-7583 (In the U.S. only)
Tel: 763-420-7829
Fax: 763-420-7849

E-mail: ccoa@cornerstonereg.com

Online at https://ccoa.cornerstonereg.com



CCOA APPLICATION

Cougar Owners Unite!

Join with hundreds of **Cougar Club of America** members to celebrate the Mercury Cougar. As a member, you will receive the CCOA's publication, *At the Sign of the Cat*, an official membership card, and an eye-catching window decal for your car that identifies you to fellow Cougar enthusiasts wherever you go.

Use this form or the online registration form at https://ccoa.cornerstonereg.com today. Annual dues are **$30** for members who receive the newsletter by email. For members who want a printed newsletter by mail, the dues are **$45 for U.S. addresses** or **$50 for non-U.S. addresses** (payable in U.S. funds only) Become a member of the club that is *exclusively* dedicated to the preservation of the Mercury Cougar.

New Member _____ Renewal _____ (make any changes below)

Name: _____

Address: _____

City:_____ **State/Province:**_____ **ZIP:** _____

Country:_____ **Phone#**_____

E-mail: _____

(please print clearly and include email even if choosing regular mail membership)

E-member ($30) ____ U.S. mail member ($45) _____ Non-U.S. mail ($50) _____

May we share your contact info with regional clubs and other event organizers?

Yes _____ No _____

Are you a member of a local Cougar Club? _____

To join or renew, please fill out this form and mail it with payment
*(Make checks payable to **CCOA**) or use the on-line form at* https://ccoa.cornerstonereg.com

Cougar Club of America
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Tell us about your Cougar!

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