



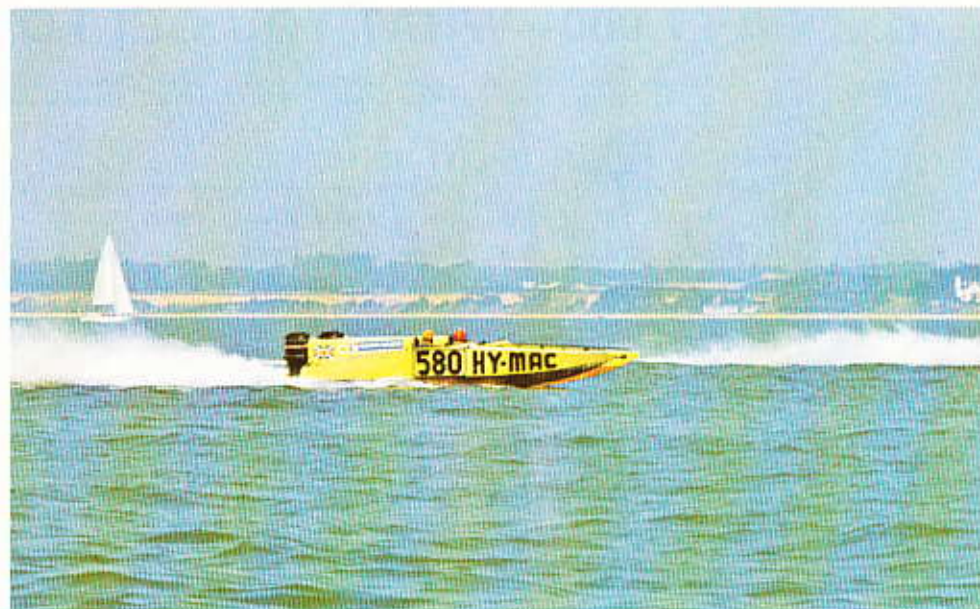
THE name of Cougar, a small company of specialist builders of racing catamarans, appears with increasing regularity in the results of international powerboat events, both circuit and offshore.

Their arrival at the top started in 1969 when the James Beard/Clive Curtis cat 'Volare II' won the Swanage '80' national Class III Offshore Powerboat Race, so becoming the first multihull craft to win such an event. A string of important successes followed during that season and, encouraged by these achievements, the Beard/Curtis partnership moved their Cougar Marine set-up from a small Thames-side yard at Hampton to their present Hounslow premises. Here they concentrate on the development and production of some of the fastest boats competing anywhere in the world.

The Cougar works is one of those friendly, informal places where everyone in the team does something of everything. Although James Beard is primarily the designer of basic hulls while Clive Curtis is the engineer, most of the work connected with production is shared between them and their small, highly expert staff.

The record of individual successes by Cougar boats is by now quite remarkable. Perhaps 1970 was the year of outstanding offshore performances, notably by 'Hy-Mac', Ken Cassier's Mercury-powered Putney-Calais winner, and by 'Black Panther'. Third in the Calais race despite being stranded on a sandbank for 40 min, 'Black Panther' was later to take the Class III world speed record.

These two boats and another Cougar multihull, 'Alf-E', between them collected 10 first places, four seconds and a third in 11 of the year's foremost offshore events.



*Ken Cassier's highly successful offshore racer 'Hy-Mac': photo by Brian Dewey.*

During 1971, a number of interesting designs came from the Hounslow works, including the very successful 'Catapult', a

Class III catamaran powered by a 3-litre Volvo Penta inboard, and the amazing 'Miss Guernsey'—28 ft of Class II

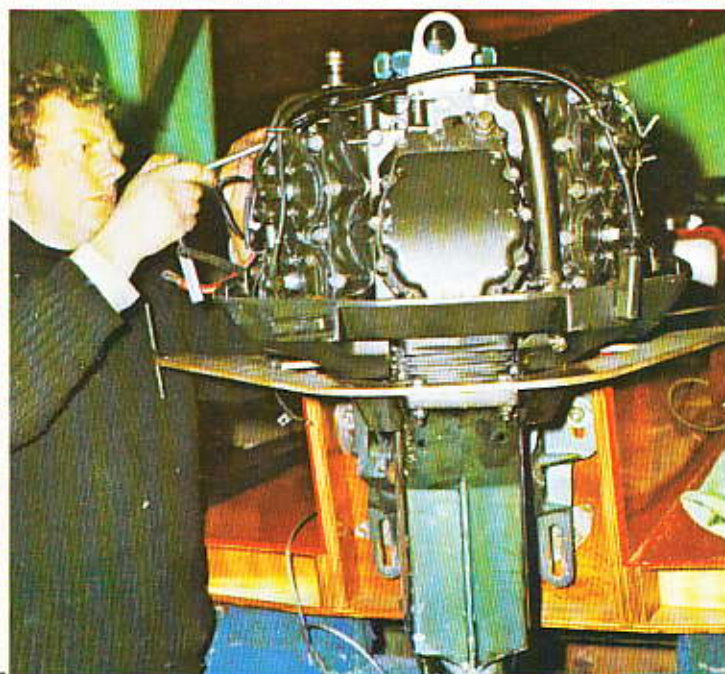
*Below is 'Catapult', the Class III cat with a 3-litre Volvo Penta inboard.*



## ***The Cougar Marine partnership***



*James Beard at his drawing-board and Clive Curtis, who used to be with Dot Motorcycles, working on an engine.*





# COUGAR MARINE

catamaran propelled 700 hp of turbo-charged Mercruiser.

Currently under development—and this includes wind tunnel and water tank testing of hull forms, through co-operation with Newcastle University—is a 30 ft offshore boat intended for the forthcoming London-Monte Carlo race. This will be a three- or four-man tunnel boat with four large outboards, which must surely be the most ambitious project so far.

Not content with their offshore successes, Cougar also have one of the fastest circuit boats around, in 'Woodmariner', sponsored by the famous Latham timber concern. Its performance has so impressed Evinrude's competitions department that Beard has been offered full works backing this summer, with special factory engines and service at all the major international circuits. With the possibility of a two-boat team, the Cougar Marine entry is now in with a real chance of beating the Americans and Italians.



*The works racer, 'Woodmariner', with James Beard at the wheel. This again is a Brian Dewey picture.*

*With the boat firmly attached to its trailer, Clive Curtis runs in a new Evinrude on Cougar's local test water.*

## NOW IT IS BLUE

*Because of the low ratio of oil to petrol that is needed when Duckhams Outboard Two-stroke Oil is used, it now incorporates a blue dye—just to guard against the risk of starting up without any oil at all.*



*At the Cougar Marine factory, there is a strong insistence on Duckhams Outboard Two-stroke Oil.*

*Swan chases cat, as James Beard puts a boat through its paces. This and the other Hounslow pictures are by Brian Holder.*

