

*Laura,
I thought I would
send this along with
brochure. If you think
this sounds like a good idea
I will pursue it. I think
we can get one.*

RUDER & FINN

November 3, 1971

Walt

Mr. Walt McDonald
163 Cole Street
Dallas, Texas 75207

Dear Walt:

What's the latest word on your expedition into the wilds with Laura Gilpin?

As I told you I discussed the use of the Coot on this expedition with our client. Their only negative thought was a matter of comfort: the Coot has no springs or shock absorbers. They suggested an alternate that seems workable to me: use a pickup truck with the Coot in the bed. The pickup could be used for most of the transportation and the Coot would be available for inaccessible areas.

What do you think?

Sincerely,

Edith

Edith Letot
Account Executive

EL:bf

cc: Neller & Kane

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87501

Coot. Because your world isn't Flat.

Coot is one of the most efficient forest management tools around. You can mark trees for cutting — even fight small fires — with Coot. All-steel construction protects vital drive components to guarantee you'll get there. And back. It takes 45 degree grades, boulders, brush, mud and water all in stride. Yet Coot is compact enough to load in a pickup bed or on its own trailer.

SPECIFICATIONS

Suspension: Articulated bodies, unobstructed undercarriage.

Body: All steel — sealed for amphibious use.

Frame: Laminated steel.

Seats: Platform type. Heavy vinyl covered, high density foam filled.

Wheels and Tires: 885-15. Heavy-duty nylon, non-directional tread.

Steering: 124 SS — Front wheel steering,
444 SS — All wheel steering.

Engine: 12HP, Tecumseh air-cooled, 4 cycle, 27.66 C.I.D.

Fuel: Regular gasoline or LPG (Optional).

Torque Converter: Automatic, variable speed.

Transmission: 2 speeds forward, neutral, reverse.

Load Capacity: Land — Light intermittent duty
1,000 lbs. Heavy continuous duty 750 lbs. Water — 600
lbs. (124SS only)

Gear Ratio: 18 to 1 to 164 to 1.

Brakes: Lever-actuated disc.

Electrical System: 12 volt/32 Amp Battery/10 Amp
Alternator/Solid State Ignition/Gear Drive Starter/
Marine Gauges and Switches/Heavy Duty Wiring.

Performance: Maximum Land speed — 20 MPH.
Maximum Water speed — 5 MPH. Maximum
Gradeability — 45°.

Tire Pressure: Standard: Front — 6 lbs. Rear — 5 lbs.

Vehicle Weight: 1100 lbs. (124 SS), 1160 lbs. (444 SS).

Ground Pressure: Less than 4 lbs. per square inch.
(Std. 8.85 x 15 tires). Less than 1.5 lbs. per square inch.
(Super Terra tires).

Dimensions: Length — 7'7". Width — 5'4". Minimum
undercarriage clearance — 11". Height — 3'.
Wheelbase — 58½". Track — 64" (Outside to outside).

Capacity: Engine Oil — 50 ozs. Gasoline — 6 qts. —
12 qts. with optional tank. Torque Trans. — 1 qt.
Transmission — 1 qt.

See it at your Coot dealer.

For more information contact:

COOT Frigiking Division,
Cummins Engine Co., Inc.,
10858 Harry Hines Blvd., Dallas, Texas 75220

Coot. The Forest Ranger.





Road Construction

Coot's the ideal vehicle for supervising road construction projects. Go-anywhere capabilities keep you on top of any job.



Forestry

Coot's a quick, efficient way to keep an entire forest under your watchful eye. Yet, its high ground clearance practically eliminates damage to your seedlings.



Heavy Construction

Articulated steel hulls and optional 4-wheel steering allows Coot to maneuver quickly through even the most rugged and cramped construction sites.



Electric

Coot goes most anywhere electrical power is, or will be needed. And Coot's low ground pressure prevents damage to the countryside terrain.



Petroleum

Coot's a ruggedly built machine that can take you to the most remote area of the operation. And under the roughest condition—from tunnel to mountain top.



Coot. Because your world isn't Flat.

The little Coot carries 1,000 pounds of mechanic and tools to giant road building equipment—anywhere. What Coot can't climb over, it can slosh through. It has a land speed of 20 mph, and easily takes sand and gravel in stride. Where there is road, Coot loads in the back of your pickup. Or you can haul Coot on its own trailer.

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