

Weird New 'Rhino' Can Go Anywhere



Inventor Aghnides

On bubble wheels that adjust their grip to water, sand, swamp, snow or pavement, this dreamboat-come-true just keeps on rolling.

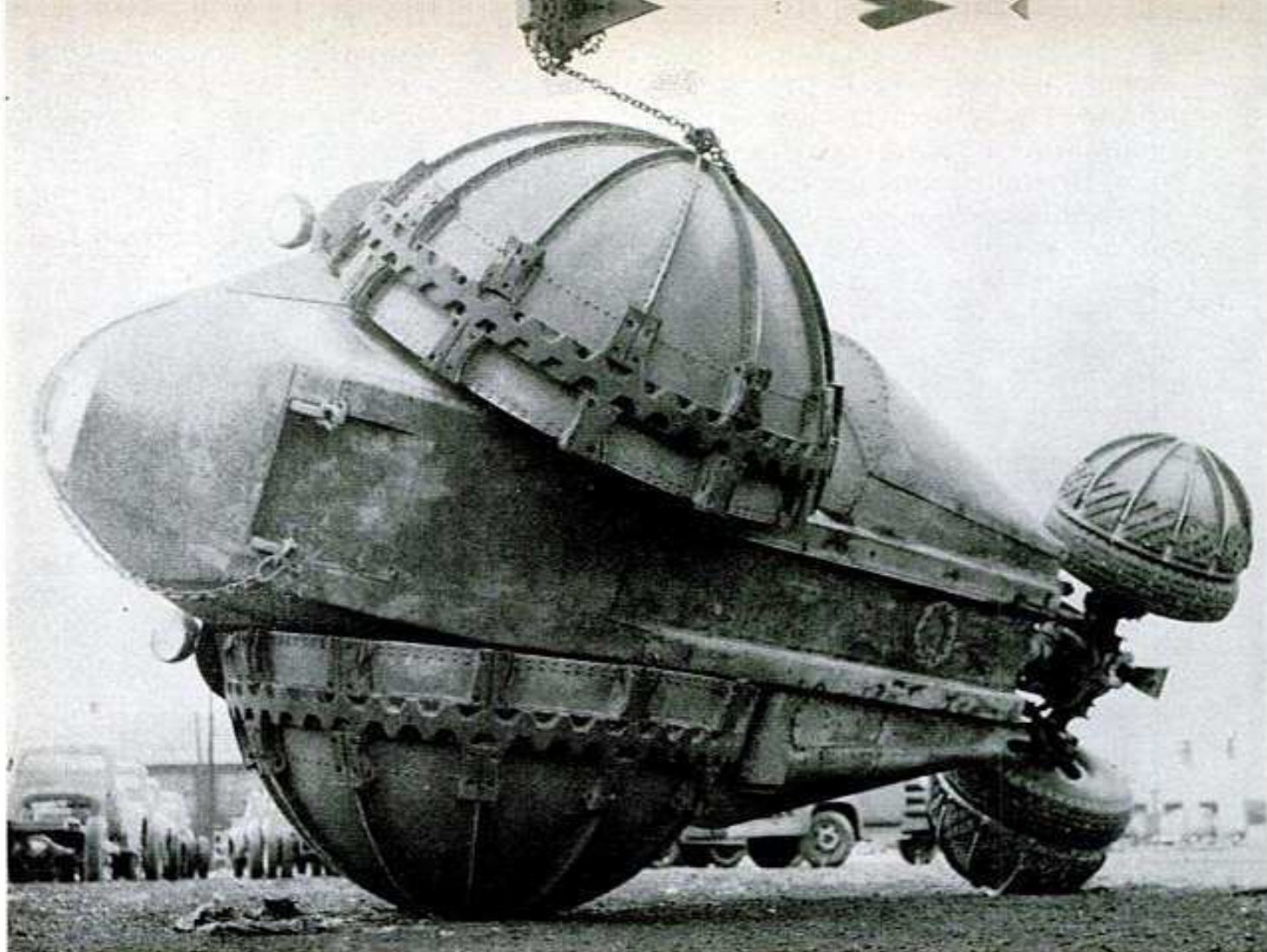
WHEN Elie Aghnides was a young man he arrived at the conclusion that he was never going to get anywhere working for somebody else. So, quite dispassionately, he decided to become an inventor. He invented things that made him a lot of money.

Now, able to dream as he pleases, he has invented a vehicle that is like nothing else on the face of the earth. Called



ON HARD TERRAIN only the zigzag strip of rubber around the Rhino's wheels touches the road-

way. As they sink into soft footing, more and more of their ribbed surface takes hold.



LOW CENTER OF GRAVITY lets Rhino list 75 degrees without toppling over. Five-ton vehicle

is 19 ft. long, 9½ ft. wide, 9 ft. 10 in. high. Body is aluminum welded to steel frame.

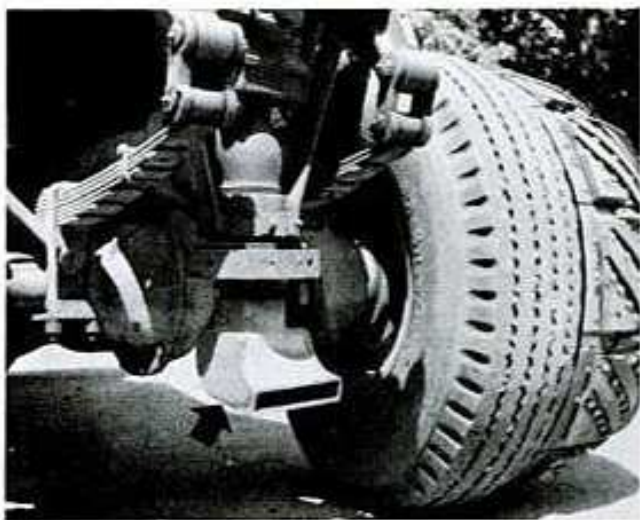
the Rhino, it can travel on pavement, dirt, sand, mud, in swamps and even in water. It can be axle-propelled or jet-propelled, or both. It rides on what vaguely resemble wheels.

There's only one Rhino so far. It took

the Marmon-Herrington Co. of Indianapolis five years to build it under the inventor's direction. Soon Agnides is going to invite the armed services to look at it in Washington.

The Rhino can do 45 miles an hour on the open highway, even with a modest 110-horsepower engine. It practically refuses to overturn on steep slopes. Its five tons ride buoyantly through mushlike mud.

Track-laying vehicles, like Army tanks with caterpillar treads, always present the same amount of surface contact regardless of the footing. The Rhino has a variable surface contact. Its "wheels" are hollow hemispheroids tilted outward from the body at their tops. The deeper the Rhino sinks into anything, the bigger the bearing surface it presents—the hemispheroids simply splay out farther and farther into contact with whatever it is they're in, and presently their resistance and gravity are in balance.



RECTANGULAR NOZZLE (arrow) helps wheels propel Rhino over lakes and rivers by spewing out a jet of water. Nozzle pivots for steering, reverses to flush vehicle off sandbars.

For varying terrain, the weird vehicle can use any of four forward speeds and two-wheel or four-wheel drive. It can also be shifted to four-wheel, no-spin drive for maximum traction in deep sand or mud. At its recommended cruising speed of 25 miles an hour on good roads, the inventor claims, it gets 12 miles to the gallon.

In rivers or lakes the Rhino is both propelled and steered by a gush of water pumped out a tube at the rear. It floats because not only the hemispheroids but the body itself are watertight.

Aghnides, a naturalized Greek-born citizen of the U. S., invented the Rhino because he figured that no vehicle existed that could be used to help defend the continent in the great roadless wastes of Alaska and Canada.

The Rhino is only a spare-time project with Aghnides. His first love is a water aerator for home faucets. Millions of them have been bought by American



ON FOUR-WHEEL DRIVE the Rhino claws through sand, climbs 65-percent grades. Aluminum front wheels, twice as big as the rear, are six feet in diameter and weigh 1,500 pounds each.

housewives. They remove chlorine, add air, and make soap lather quicker, says the inventor, and also make water more palatable.

Aghnides is a wiry, handsome man of 49 who sometimes is mistaken for the operatic star Ezio Pinza. He lives in a luxurious apartment in New York where the custom-made ash trays are shaped like hemispheroids. END



HOLLOW WHEELS and seam-welded body keep Rhino afloat. It makes five m.p.h. in water, up

to 45 on concrete with 110-hp. engine that inventor plans to replace with more powerful one.