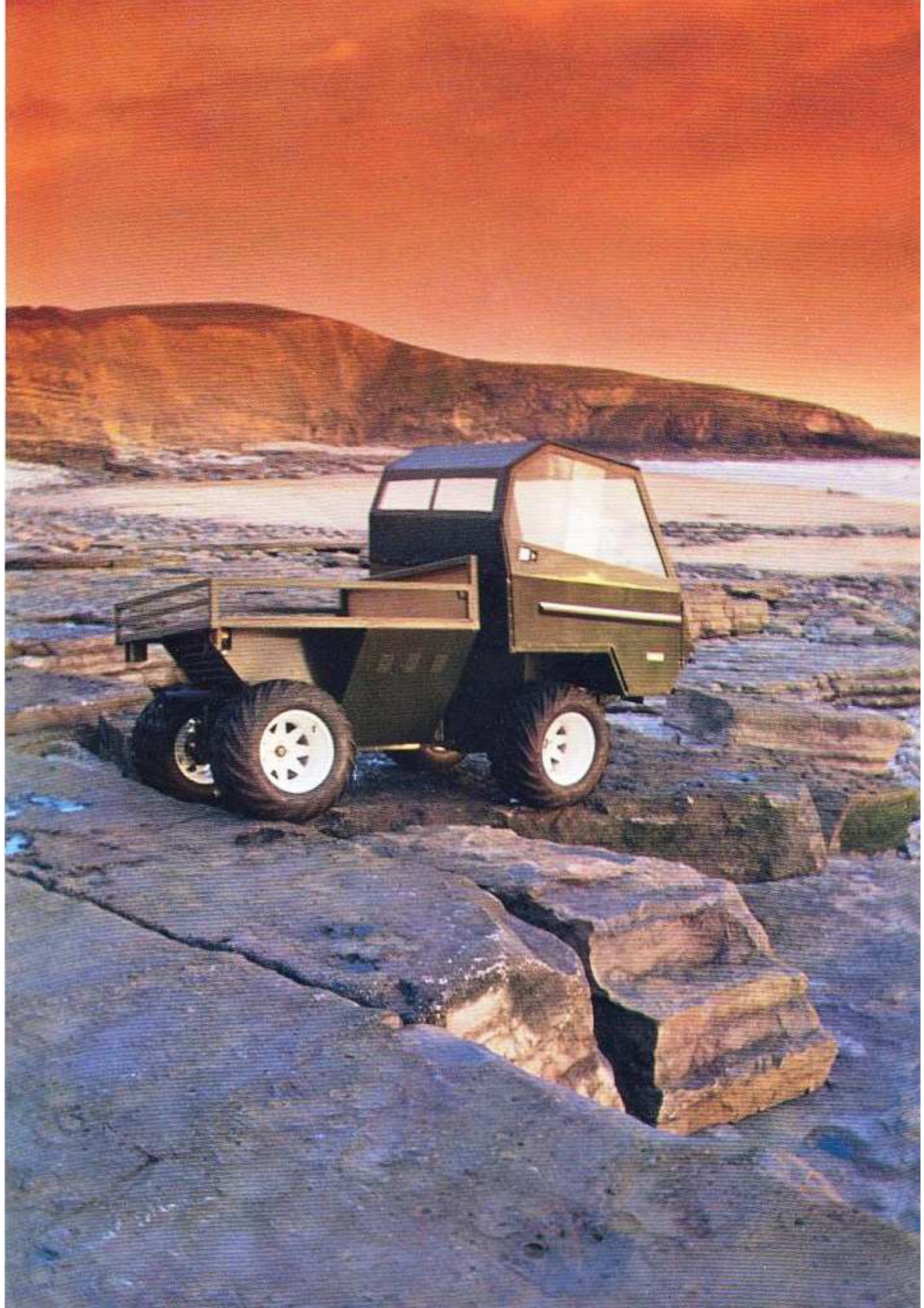


Over rough terrain, it stands alone



RTV



The Rough Terrain Vehicle, goes further than many people's nerves

When we started designing the RTV, we set out to go further than any conventional four-wheel drive vehicle.

We wanted to prove that a vehicle with four wheels could actually perform better than a vehicle driven by tracks.

It would have to push its way through mud and mires. It would have to scale seemingly impossible inclines.

And when it came to rocks, where other four wheel drives were forced to back away, we were determined that the RTV would press upwards and onwards.

Moreover, we were also determined that wherever it went the RTV would not damage the ground underneath it.

One year later we were met with a stunned silence.

Everybody who got into the RTV prototype, got out hardly believing that it had carried them safely across ditches and rivers, swamps, deeply furrowed fields, thick forests and obstacle-laden scrubland.

And in the case of the BBC's Tomorrow's World team, it had even clambered a good way towards the peak of Snowdon and down again.

In fact, there was more than one passenger whose nerves gave out, leaving the RTV happily pressing on.

AN UNLIKELY SOURCE OF POWER

Snuggling under the payload section of the RTV there is nothing other than a British Leyland Mini 1000 engine. Perhaps even more surprising,

it's linked to a Mini automatic gear box.

The mechanical reliability and availability of spare parts speak for themselves.

And with the huge low-pressure tyres permanently locked in four-wheel drive, the engine and gear box make an impressively powerful, but economical combination.

A BODY THAT TWISTS AND TURNS

The cab and payload sections of the RTV literally swivel independently of each other.

Hence, when a front wheel is clambering up an obstacle, its relative back wheel is still pushing along the ground.

With any conventional overland vehicle, that same back wheel would merely be churning thin air.

The RTV's body has a tubular steel galvanised chassis and frame with rustproof plasticised aluminium panels.

In the payload section, there's a rubber-covered wooden floor.

And although the engine and gearbox are quickly accessible, they're safely encased against damage.

There is also a wide choice of body specifications and accessories, making the RTV suitable for everything from trekking across rain-sodden grouse moors to highly specialised military operations.

As for those who need to take the RTV on the road, it can be registered as an agricultural tractor. At the time of going to press, that means a road tax of only £15 a year.



The mechanics of a Mini. The guts to rescue a bogged-down tractor.



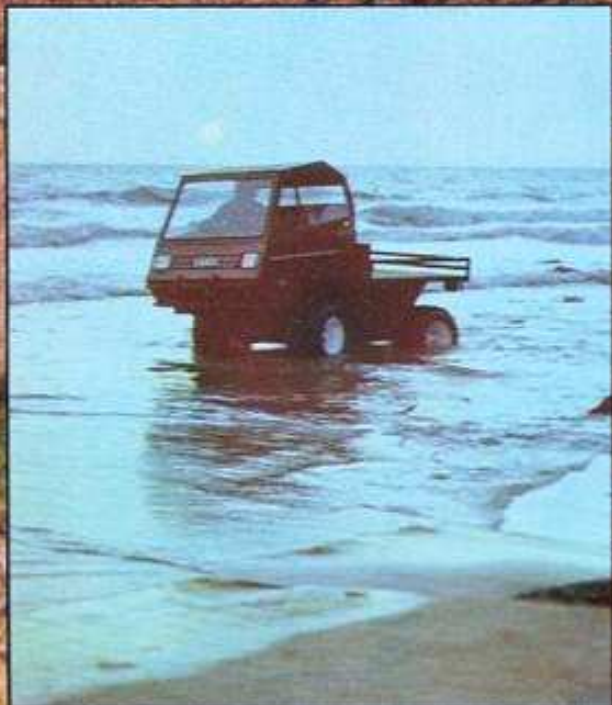
The Range Rover ran out of juice, the horse-box trailed along behind. The RTV kept everything rolling on.



Sowing and harrowing 50 acres of grass seed at one pass, even the basic RTV does the work of a tractor. And the huge, low-pressure tyres don't damage the soil.



Choose your own seating arrangements. For from two people to fourteen.



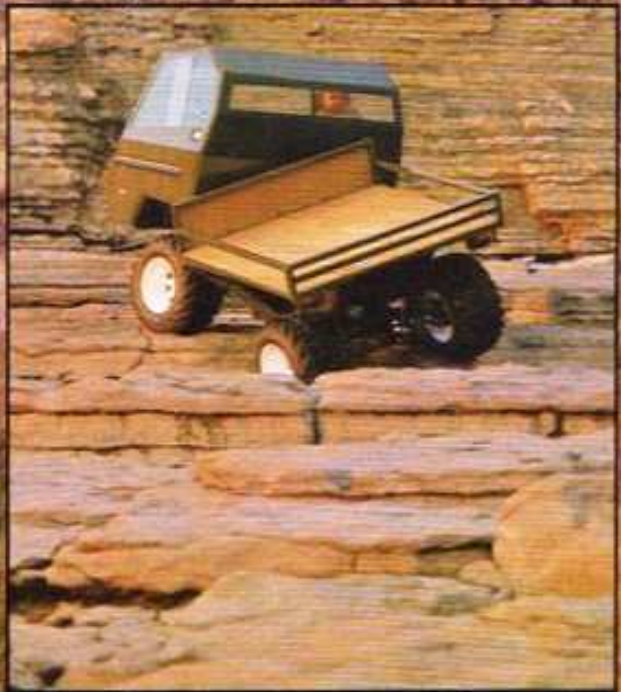
It may not be sea-going, but a dose of salt water won't do it any harm.



We could have used a helicopter to drop the RTV up here. We decided on a gentle drive instead.



1 ton of logs, freshly cut in the forest. Nothing that an RTV can't shift.



To keep all four wheels driving all the time, a body just had to be flexible.



RTV

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