

# Lamb Drover<sup>(TM)</sup>

An alternative concept for the future Land Rover Defender.  
Part of the Commonwealth Prosperity Plan, to revive the  
world economy at no financial risk.



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(TM)

# Lamb Drover<sup>(TM)</sup> - Evolution in design inspired by the Land Rover Defender

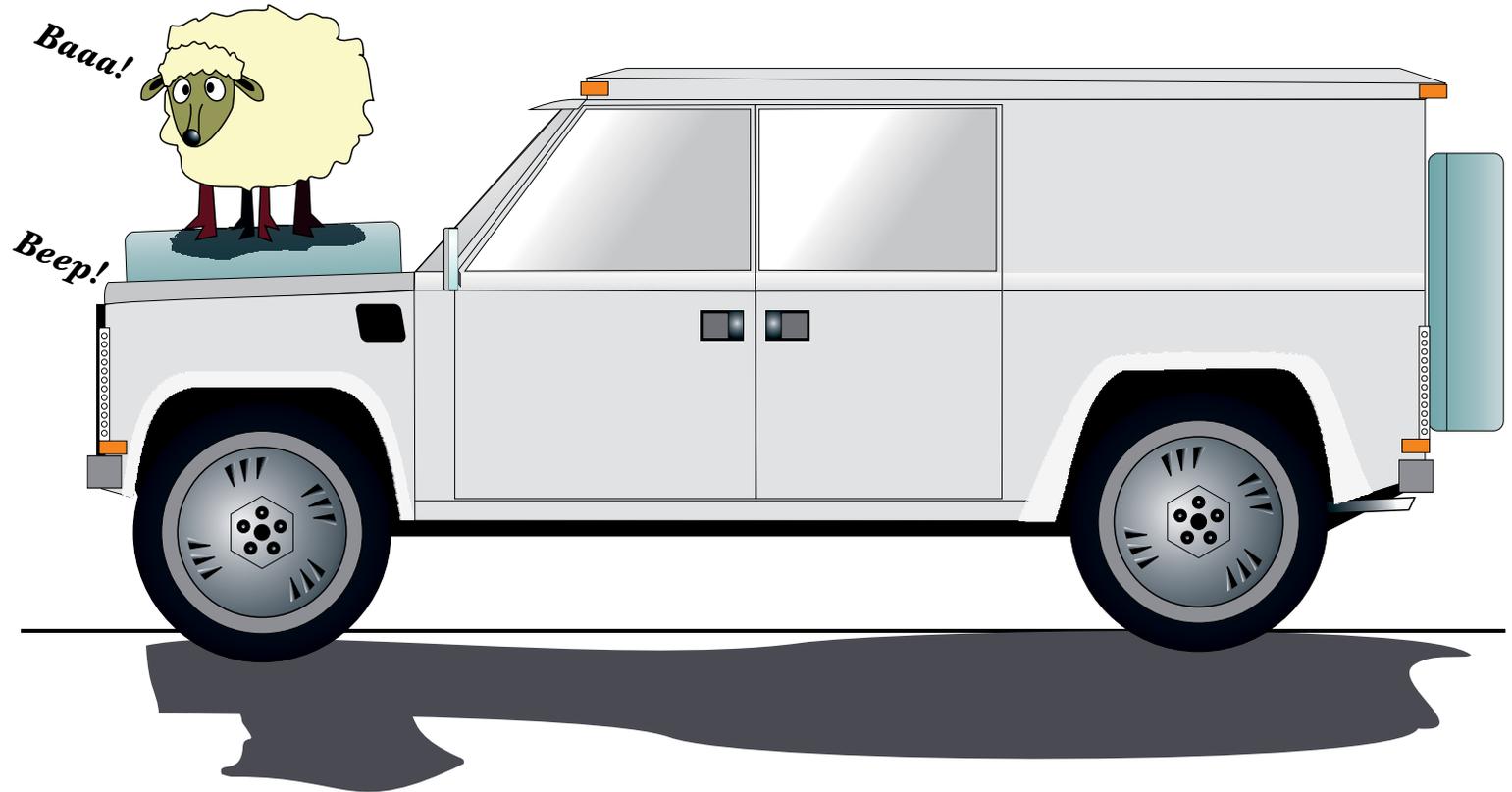
## Introduction

Last week Land Rover announced their next generation concept for the replacement of the Defender (DC100). Part of their Project Icon, in celebration of the iconic nature of the sixty year history of the Land Rover in the UK, this concept was a complete overhaul of the car's style.

In my opinion, as I have been anticipating for the last few months, this was a transformation too far. In abandoning the original style and function of the Defender, Land Rover have tried to create yet another, potentially junior, version of their current range; but the Defender is different and deserves evolution rather than revolution.

This is my design for the Lamb Drover.

*Michael Bond  
Friday, 9th, September, 2011*



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"Free-Wheels" & Logo trademark - MB  
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# The Lamb Drover - Background

## Background (LUV it)

You're reading this because you understand the Land Rover Defender, but just in case you don't, and to help everyone understand what makes it so distinctive in the world here's a little background.

The Land Rover Defender isn't an SUV (Sports Utility Vehicle), it isn't a SoHo Coach (for all the "dharlings" of London who want to act like country folk but don't want to get their calf-length kid leather booties dirty), it's a light utility vehicle (LUV) that will be best found scampering over mountains, through fields, building sites, or battlefields, and it's supposed to be simple, practical and functional.

The Defender isn't supposed to look pretty, or be assembled by robots and repaired by clean-room laboratory technicians with engineering degrees. The Defender is

intended for real work in the harshest environments with the minimum support equipment, just a spanner and a hammer when required.

## The Defender Style

If you've seen a Defender or any of its predecessors you'll know it isn't the prettiest thing in the world. But it's not intended to be. It is a work horse for working people, mostly men, who want a solid, rugged, simple and practical structural design - it's not for girls.

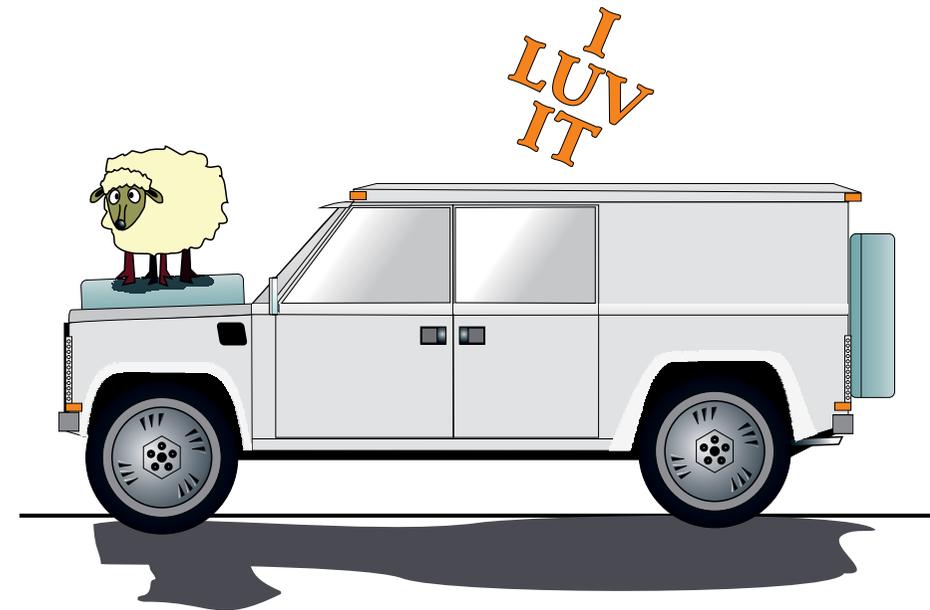
## Me - Michael Bond

I'm not a professional car designer, my core expertise is in solving financial and technical challenges

My current focus is on viable, sustainable, risk-free strategies for the revival of the world economy.

The recent launch of the first concept model for the future Defender set me thinking about what really ought to be done for this iconic vehicle, to retain its practicality and utility.

Although you'll see here a few suggested refinements I won't deceive you into believing this is a definitive product; but if you want to see this, or something close to it, built then let me know, and if there's enough interest...



# The Lamb Drover - First Principles

## 1st Principles

Let's begin with the basics.

I haven't changed the Defender too much, if it's a good design leave the basics alone.

What I have done is refine, stretch, enlarge and reshape the core body shape and its features.

So let's start the tour:-

### *Item 1 - Stretching*

I've stretched the body about 10-12 inches (we don't do silly French measurements around here) to increase capacity and fit other features.

The most important of these features are the creature comforts for the modern driver - more space at the front of the cabin for a deeper dashboard, airbags, air

conditioning, satnavs, sheep-trackers and so on. Not forgetting the way modern men tend to like their Yorkie bars a bit (or bite?) too much.

### *Item 2 - Access & Utility*

I'll bet you've already peeked at the shape and seen the side doors.

Yes, you're right, the doors open from the centre. This is a way to create a more useful side space in the car. Open both doors, remove all internal furniture, except for the driver's seat, and you have enough useful space for, whatever.

Tools, plant, machinery, storage, luggage or anything else you need to carry can be stored in the side, with the widest access for everything you need.

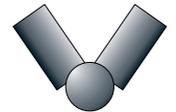
### *Step 3 - Engine Compartment*

And if you're looking carefully you'll see that I've tried to restore the useful practicality of a spare wheel on the bonnet.

This will only work if another feature is incorporated - a flat horizontally-opposed engine.

Already well-used in the Subaru car range. Their boxer engines reduce the centre of gravity and the height needed for the engine under the bonnet. That leaves room to restore the bonnet spare, partly recessed into the bonnet, with a locking cover plate on top for security.

"V" engine higher = more vertical space needed



Flat engine lower = less vertical space needed but wider, so make wagon wider



# The Lamb Drover - Safety Features

## Door Safety

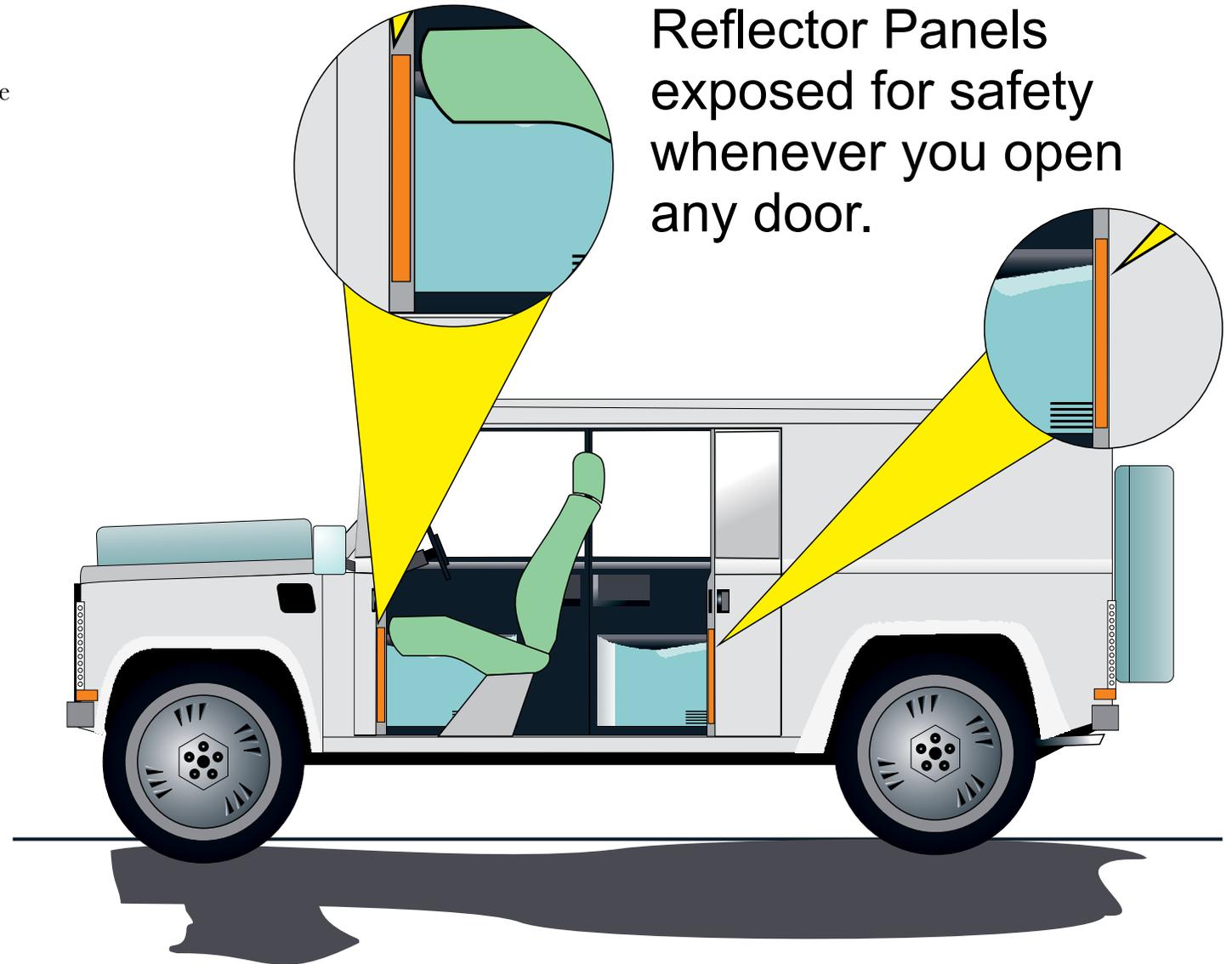
If you look closely at the doors you will see a design safety feature I believe ought to be fitted to all vehicles - a reflector panel on the inside end of the door.

When you open the door the reflector is exposed. Any traffic coming from behind will see the reflector at night, enhancing your safety.

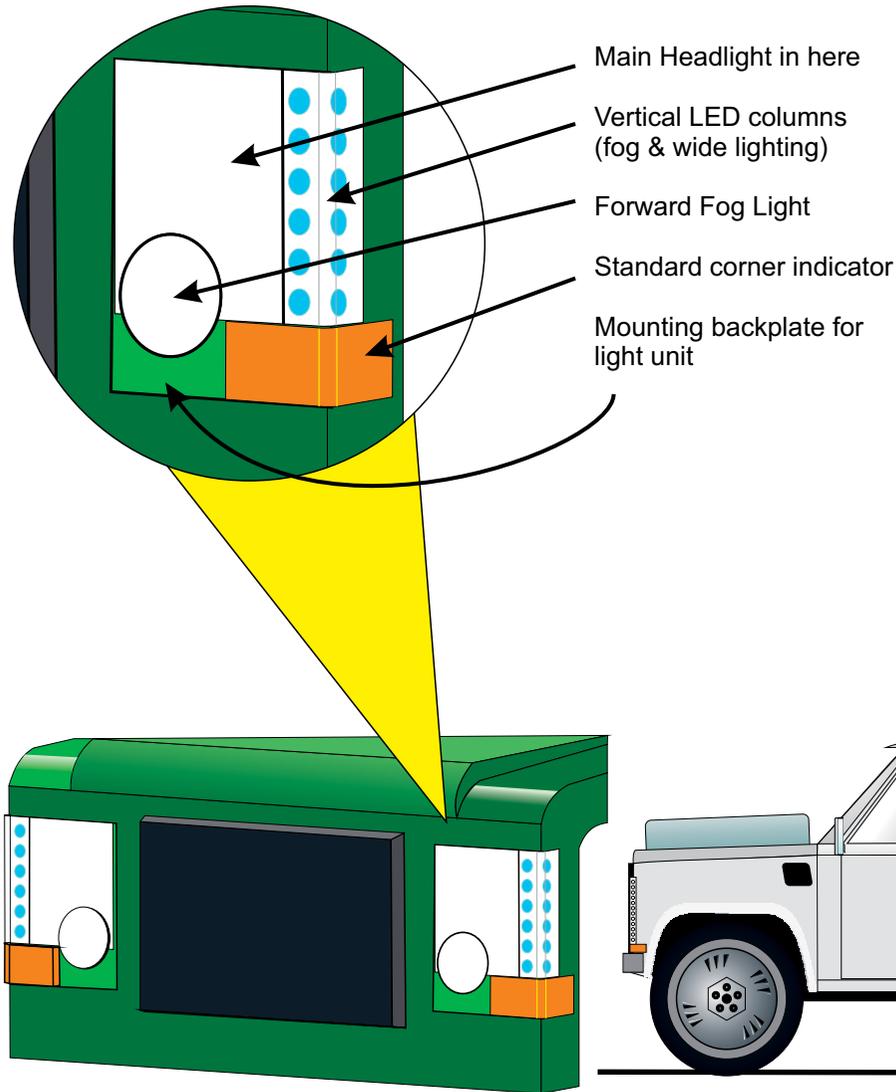
I will incorporate this in any design I create.

(Note to regulators and others wanting to jump on the bandwagon (an entirely different design) - I do not believe it's necessary to incorporate any active lighting here. This just adds technical complexity, and carbon footprint cost to a simple solution. So don't write any more silly laws just to show you "know best".)

Reflector Panels exposed for safety whenever you open any door.



# The Lamb Drover - Practical Utility

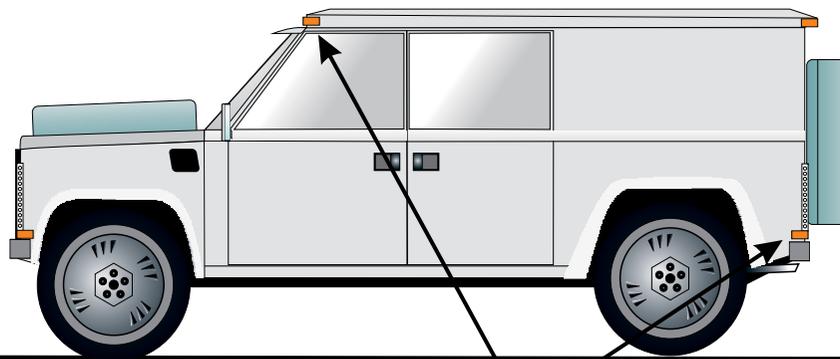


## Practical Lighting

Look carefully at the corners of the body, front and rear, and you will see a standard lighting hub unit. Every corner has a standard, right-angle indicator light, duplicated on the top corners of the roof, and a vertical column of LED lights.

At the front the LEDs act as fog lights, one column facing forward and another at an angle to the sides. This will illuminate the corners of the driver's vision, especially on dark stormy nights when you're called out into the country in an emergency.

The main lighting hub at the front contains a second, powerful direct fog light and the main headlight.



Standard lighting throughout.

At the rear this is replaced with a tinted running light, while the rear LED columns act as reversing lights.

The column units are identical throughout, so every unit can be swapped for an identical one, all mountings are the same, all manufacture and maintenance is simplified and cheaper.

The intention is to reduce manufacturing cost, make all maintenance as simple and cheap as possible and reduce the complexity of logistical supply for larger organisations.

## Spare Wheel Covers

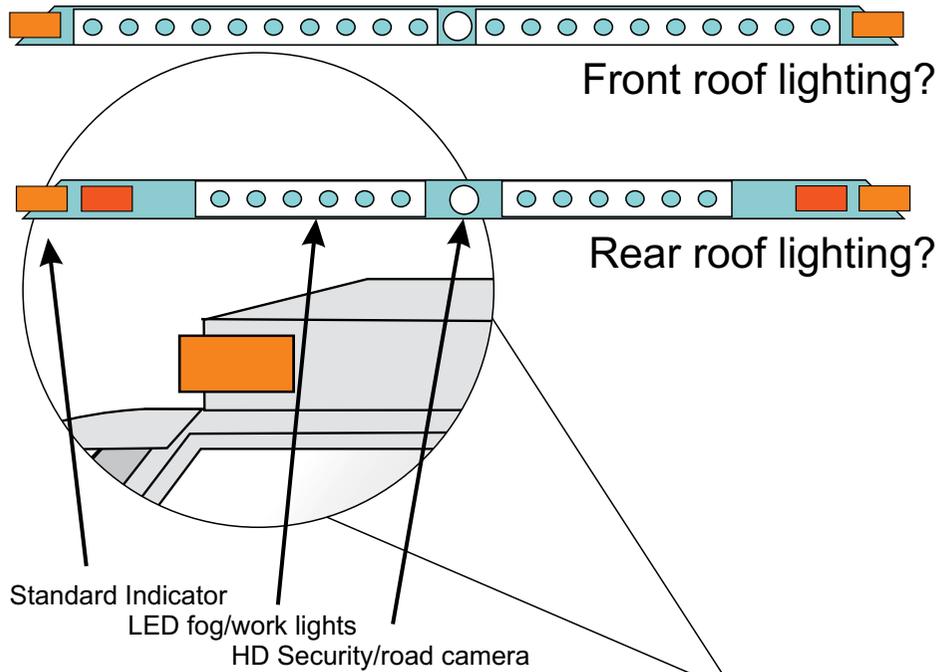
This cost-effective design philosophy is also in the standard wheel cover on the rear and bonnet storage.

## Extreme Utility

Taken to extremes the idea of low-maintenance utility ought to be incorporated in the entire body design and construction - modular panels, easily removed/replaced, attached to a core chassis and crash frame.

This is not a body shell to be built by robots, but something for easy field mechanics.

# The Lamb Drover - Roof Design



## Roof Module

Ideally the roof will be a single module, incorporating a set of key lighting and safety features at both ends.

As I've already mentioned there is a corner indicator light at front and rear.

## HD Cameras

In the centre of each end there is a high definition, wide-angle security camera for road safety and, for some users, enhanced driving at night.

## Forward Fog Lights

If practical, and I'll leave that up to customers and the final design engineers to

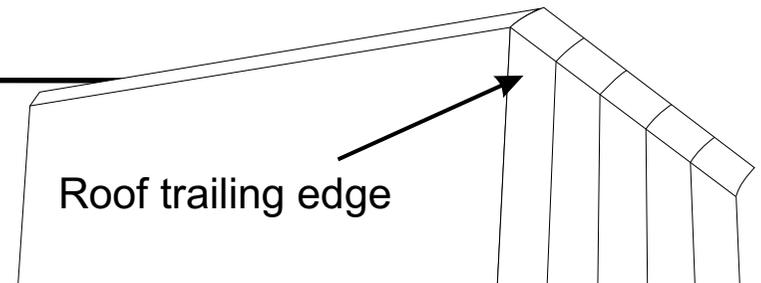
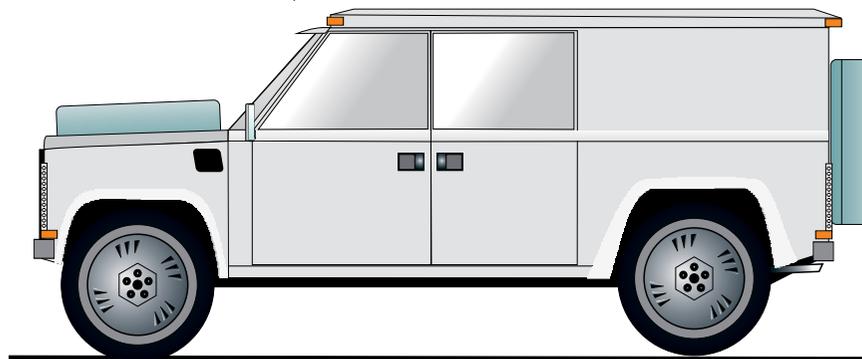
decide, there is another strip of LED fog lights either side of the front camera. Alternatively a row of smaller regular fog lights will be fitted.

## Rear Roof Lighting

With another camera at the rear, you don't want to be reversing into innocent sheep in the middle of the night, there will be two sets of LED or other inspection and work lights just over the rear door and angled down to flood the immediate rear of the car.

This is why, as illustrated below, I've chosen to sweep the tail of the roofline backwards.

Lighting is controlled from the cab or switched on the rear door. Mounting the controls on the rear door reduces the complexity of fixtures added to the body, simplifying the body and transferring the complexity to the door, which will already mount other features.



# The Lamb Drover - Military/Security Specification

## Secure Cabin

The Defender is renowned around the world as a compact and reliable security vehicle.

The design I propose will enhance the safety of crew by creating a more secure, spacious, core armoured cabin.

By increasing the length of the main cabin and moving the seating backward there ought to be sufficient room to incorporate a greater level of armour and a shielding box around the main crew space.

This is especially to move the crew back from the front wheels and shield them from the effects of land mines.

## Widening Track Width

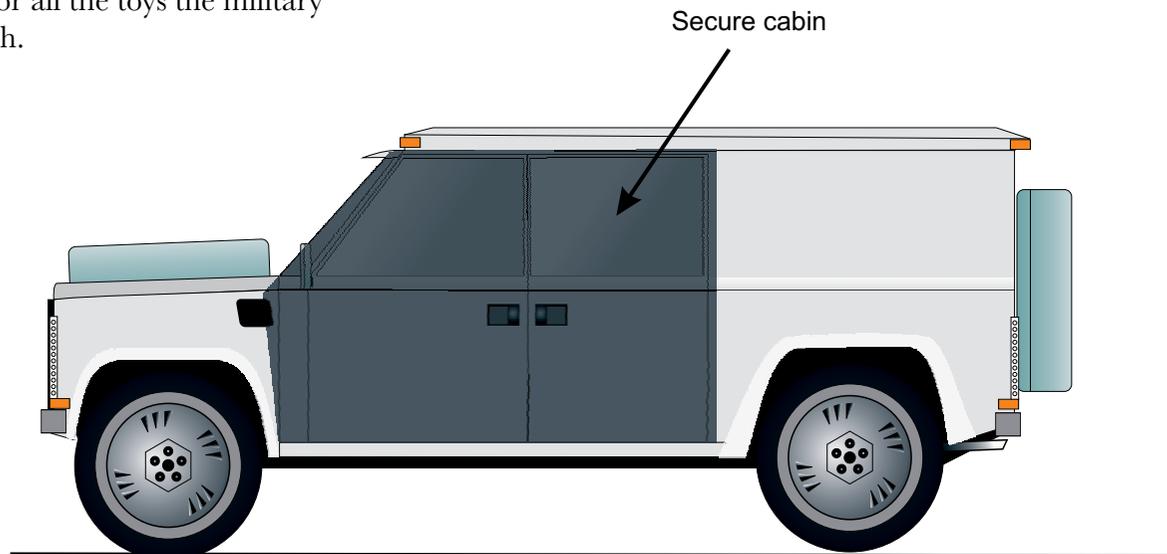
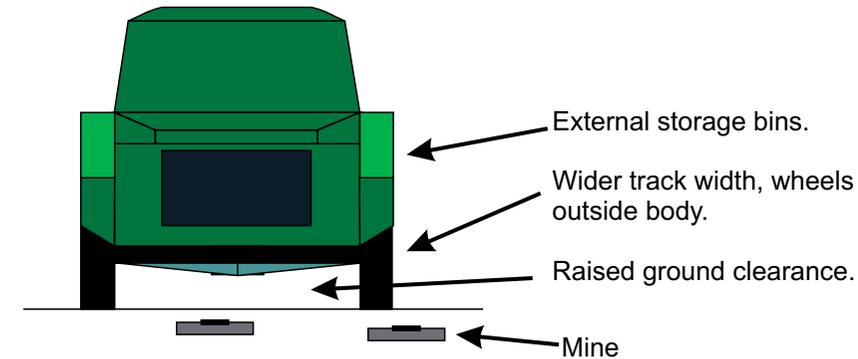
For the last three years I have considered another solution in the design of Defenders against land mines and

improvised explosive devices (IEDs) - widen the track width.

Place the wheels outside the body and any explosion under a wheel will not damage the body as much compared to keeping the wheels underneath.

Vertical force from a mine is deflected past the body shell instead of under it.

Wider wheel arches will support external storage racks for all the toys the military like to play with.



# The Lamb Drover - £££ = FREE

## FREE to Sponsor s & Subscribers

If you enjoyed this and want to have your own Lamb Drover then let me know.

As I made clear at the beginning I'm not a professional car designer.

My speciality is finance and the ways to reduce cost and risk in all projects and programmes.

For the last few years I have been drawing up a financial programme, the Commonwealth Prosperity Plan, to revitalise the world economy independent of government strategy, and the Lamb Drover can form one element of this, especially if Land Rover want to adopt these ideas and work with me in developing them further.

At the heart of this programme is one simple offer - a 100% cash refund on your

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Part of the Commonwealth Prosperity Plan to revive the world economy.  
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subscription to the development of such projects.

## Subscription Not Investment

This is not an investment, or direct purchase, the Prosperity Plan, secured through my core enterprise Sterling-Bond Escrow Service, will deliver such a car to you and then arrange a full refund of your capital sponsorship.

Depending on your local tax regime this could be tax-deductible in advance and tax free on delivery.

## Minimum Order Book - 10,000 Units

It cost upwards of a thousand million pounds to design and deliver a new car, so this will be the starting target: a minimum order book of ten thousand units with subscriptions of £100,000 per unit.

## Government Orders

Government orders are welcome, same proposition - full cash refund to your government.

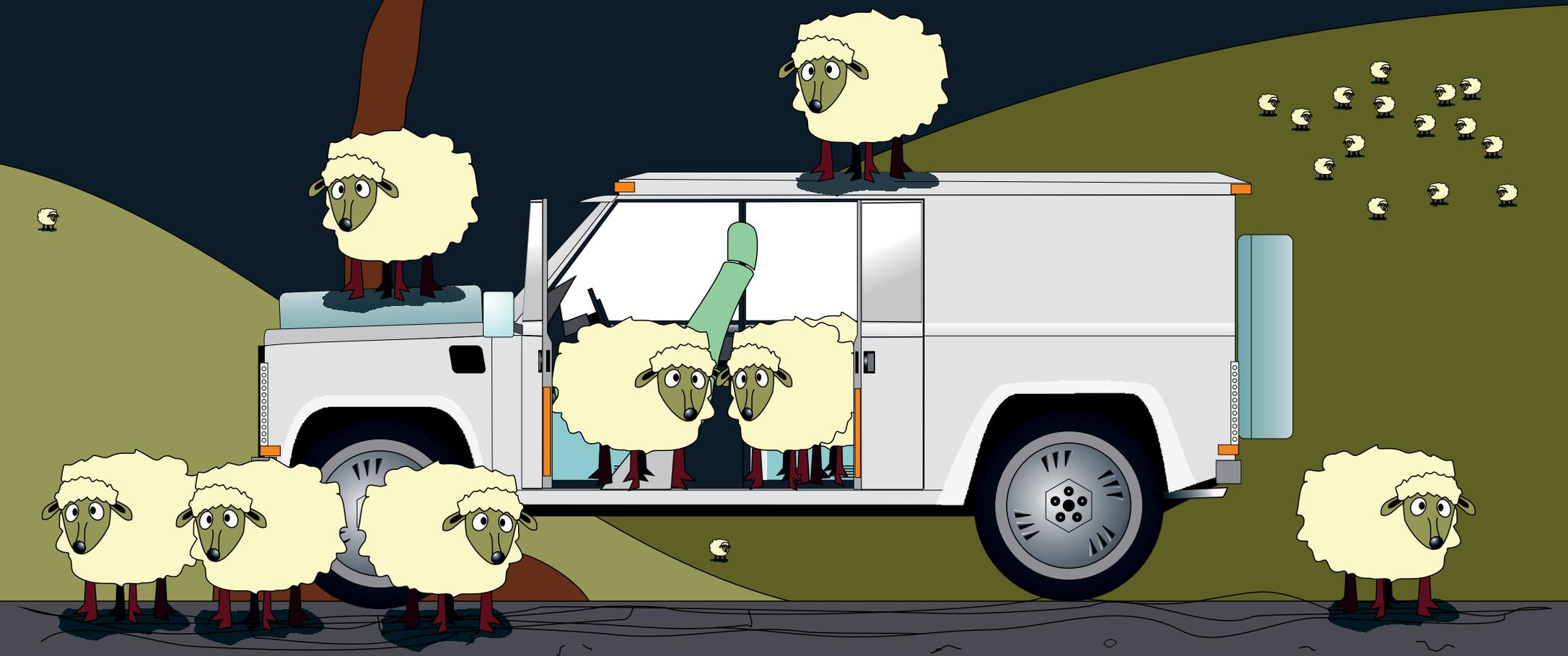
Specialist models delivered at special request.

## Money Is Secure

All funds are held in escrow and remain safe throughout the process.



How many sheep can you fit  
in a Lamb Drover?



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