

Scout Motors Design Ideas

The thing that former and current Scout owners love is durability / dependability (which is a discussion for another group) but also, **the sense of freedom / airiness when the top is off** like in the pic of this Scout 800



Jeeps and Bronco's used to have this sense of airiness in the previous versions but in the new versions shown below, because of the pillars / window tracks, it hardly feels that the top is off at all. The new Bronco does a better job of opening things up than the Jeep but it is still confining.



If at all possible in your design journey on the new Scout, please try to keep the open air spirit of the original as much as possible. I know that safety dictates that there be occupant protection in case of a rollover incident, but it doesn't have to be obtrusive the way the new Bronco or new Jeep are designed. Think minimalist with a rollbar like the pic of the Scout 80 below. Very good occupant protection but still very open and free to the sky.



Just a thought on how to raise and lower side windows on a "minimalist" rollbar equipped 4 door Scout would be to look at the side window design of a mid 1960's ('65) Lincoln Continental Convertible shown below. The side windows on it could be raised or lowered independently and the rear side window had a seal on its front edge that sealed against the back edge of the front side window to keep out wind / weather.



These are just a couple thoughts that I had rolling around in my head.

Todd

PS. I grew up 20 miles from the Fort Wayne, IN. International Harvester Scout plant, so on behalf of all of us out here in "Scout Land" that grew up with Scouts, have owned Scouts, or just appreciate the history of this iconic brand, I want you to know how glad we are that this is coming back and that we are rooting for you and the rest of the Scout Motors Team!