

**THREE DOORS, NO FRAMES**  
LRX designers will fight for frameless doors to make it into production; they think they convey the car's sporty, coupé-like character.

← pure four-seater, but the designers insist that despite its lower roofline it continues to have adequate headroom for adults and a high seating position.

#### PRODUCTION

While the LRX is very much a concept, a production version isn't far behind. In the Range Stormer's case it was only about a year, but estimates this time put the debut of a new LRX-related model about two years away.

Informed sources put potential production at 60,000 to 80,000 units a year; it will be based at Halewood, Liverpool, where Freelander production will get close to 70,000 units this year. There's not much guidance on price or spec, beyond the fact that "this is not an entry model", but in

production the LRX is unlikely to start below the entry Freelander's present £20,600. Expect to pay £26,000 of today's money for a decently equipped version.

#### CONCLUSION


More than any other concept of the past five years, the LRX shows what Land Rovers will be like in the 2010s, when CO<sub>2</sub> output and fuel economy have become every bit as important as horsepower, and a smaller size is even more important in cities. It shows that the firm's design values can stretch to include sporty models and that the desirability which has been the driver behind Land Rover's expansion to the current 200,000 production level can push it closer to 300,000.

**STEVE CROPLEY**

**'The luxurious cabin bristles with natural and biodegradable materials'**



Concept is a pure four-seater; production model more likely to have space for three in the rear



**SKELETON SEATS**  
New seats' skeletal design reflects LRX's focus on economy and light weight. Fold-forward system for front seats is ingenious.



Looks solid, but Land Rover's engineers want to make it lighter than a Freelander's 1770kg



**'HEADLIGHT' INSTRUMENTS**

Concept's superb detail includes 3D LCD graphics on the instrument pack, whose binnacle shape echoes the headlights.



**TERRAIN RESPONSE ECO**

LRX's car configuration device has a new Eco setting that helps cut fuel use and CO<sub>2</sub> output, a must for future SUVs.



**CHOPPED, BUT ROOMY**

Despite low roofline and shorter length, LRX is still roomy for four. Indeed, there's generous head and kneeroom in the rear.



**SIT-ON SUSTAINABILITY**

Cabin's sustainable materials include vegetable-tanned leather, natural felt and headlinings made from recycled plastic.



McGovern: "There isn't a line on the car that isn't needed"