

**E.C.D.**

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**AUTO DESIGN**

# OUR STORY



Our facility is over 100,000 square feet, with over 70 full-time employees and two continents building award-winning vehicles in the USA. Everything is built by hand in sunny Florida, where we have a passionate team, all pulling in the same direction and shooting for one goal: perfection. Our founders grew up in England, in the Midlands, just 40 miles from the famous Lode Lane factory where these vehicles were produced. They were surrounded by Defenders from an early age. Primarily working on the vehicles on friends' farms, they were often thrown in the back of these trucks along with bales of hay, a dog and sometimes the odd farm animal.

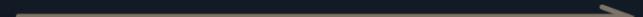
When we launched E.C.D., we knew for every vehicle, we had to create the foundation, build it, and customise it from the ground up – regardless of risk – to produce the quality of build we dreamed of. We have a great blend of English owners and American staff. We have different views on how the perfect

vehicle should be, but that creativity is what makes our vehicles so unique. We challenge perfection every day.



**“WE ARE JUST THREE BRITISH PETROL HEADS WITH A PASSION FOR AUTOMOTIVE PERFECTION THAT TURNED DREAMS, HOBBIES AND PURE DRIVE INTO ONE OF THE WORLD’S LEADING AUTOMOTIVE BUILDERS.”**

SCOTT WALLACE, CO-OWNER, E.C.D.

**THIS**  **TO THIS**



# OUR PRODUCT

## THE DEFENDER



D90



D110



D130

Drivetrain: V8 / EV  
Body: Hard top / Soft top

## THE SERIES



IIA



III

Drivetrain: V8 / EV  
Body: Hard top

## THE RANGE ROVER CLASSIC



SWB



LWB

Drivetrain: V8 / EV  
Body: Hard top

## THE E-TYPE



ROADSTER



COUPE

Drivetrain: I6 / V8 / V12 / EV  
Body: Hard top / Soft top

# OUR MESSAGE



Here at E.C.D. Auto Design, we are the most trusted in the industry and build the highest quality Land Rover and Jaguar restorations. We offer industry leading benefits with every build including;

- \$25k down to book your build
- 2 year Nationwide bumper to bumper warranty
- Nearly 600 vehicles built over 11 years in business
- Guaranteed build completion date
- Guaranteed future value

# THE JOURNEY OF OUR VEHICLES



## Step 1

*Configure your build*

Let's start with the fun decisions. You'll work with our Lead Designer to select your body style, drivetrain, wheels, tires, accessories, paint color, interior style, colors and textures. This process can be done with an in-home consultation or by visiting one of our Design Studios at our expense. Once you've selected, we'll send you mock-ups for further review, fine-tuning our designs until you decide your build is perfect.

## Step 2

*Obtaining your vehicle*

The search for your base vehicle begins. We scour Europe to find the right one to match your specifications and then handle all aspects of the import process.

## Step 3

*Building the foundation*

We don't take an old car and alter it. We break your base vehicle down to the bare chassis. Every nut and bolt is replaced, resulting in a completely fresh rebuild from the ground up.

## Step 4

*Empowering your drive*

Empowering your drive. Go with the classic Rover V-8 engine or a powerhouse machine like the Chevrolet LS3 or LC9 with 6-speed transmission. Our brand-new Chevrolet crate engines include a 2-year/50,000-mile warranty and are serviceable at all Chevrolet dealerships nationwide. Or opt for the new and improved E.C.D. EV setup, which is like no other found in the restomod world today.

## Step 5

*Applying your signature color*

Your vehicle body is carefully sandblasted and polished before being hand-painted with premium paint. Our in-house paint facility, widely considered to be one of the best in the country, can precisely match any color you desire.

## Step 6

*Electrical Functionality*

Each vehicle we build uses over 2,000 feet of wiring that will bring your vehicle to life. Every harness is wired by hand and made custom for your vehicle to match your exact build specifications.

## Step 7

*Hand-Stitched Upholstery*

You select every aspect of your upholstery down to the color of the stitching. From a premium Puma leather dashboard to the quilted hand-stitching of the rear seat, our craftsmen will wrap your vehicle's interior in the leather design and color you choose.

## Step 8

*Fitting Your Cosmetics*

This is the exciting stage when your vehicle takes on the distinctive appearance of a refinished vehicle. We install your hand-selected features – doors, door cards, roof rack, headlights, wheels, windows and more – to make this uniquely yours.

## Step 9

*Quality Control*

Through every step of the process, your vehicle goes through a robust 200-point quality control inspection, including taking it out for a 500-mile test drive followed by one last, all-inclusive, 400+ point inspection to guarantee that it's utterly flawless.

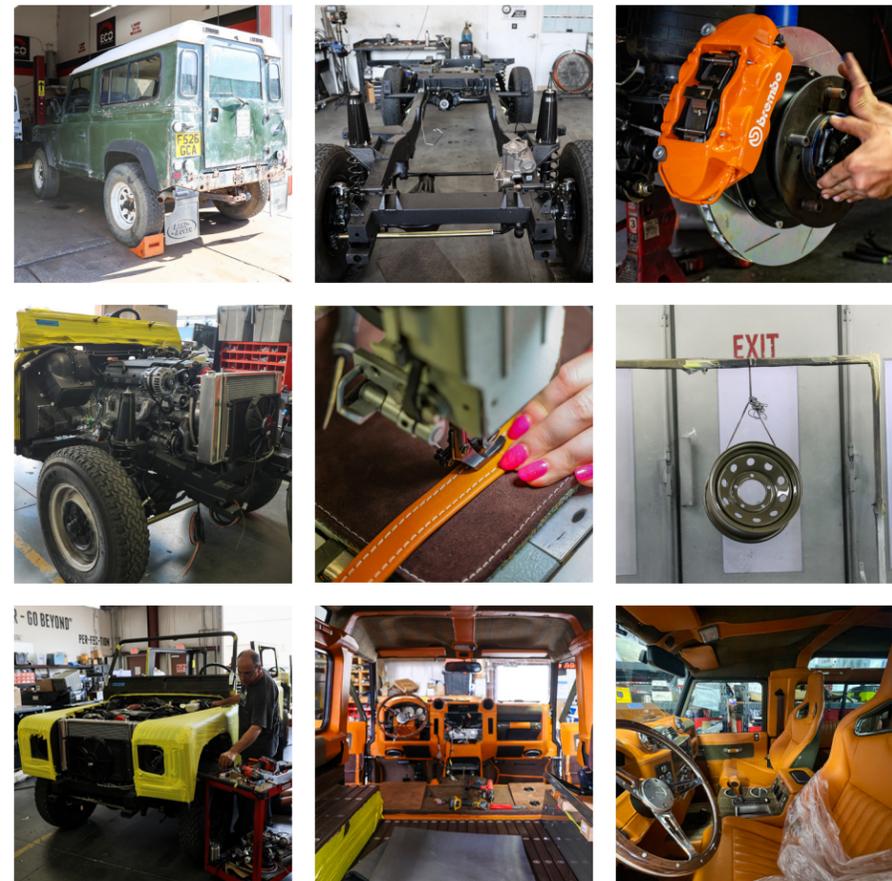
## Step 10

*Ready To Deliver*

We give your vehicle its final polish and detailing. Now it's ready for the end of its journey with E.C.D. and the start of its adventure with you.

# THE BUILD FROM START TO FINISH

From initial teardown to a bare chassis to a complete rebuild by hand right here in the USA, this is the journey every build makes through our facility.



“WE COULD NOT BE HAPPIER WITH THE WAY OUR DEFENDER TURNED OUT, AND WE HAVE HAD SO MUCH FUN WITH IT.”

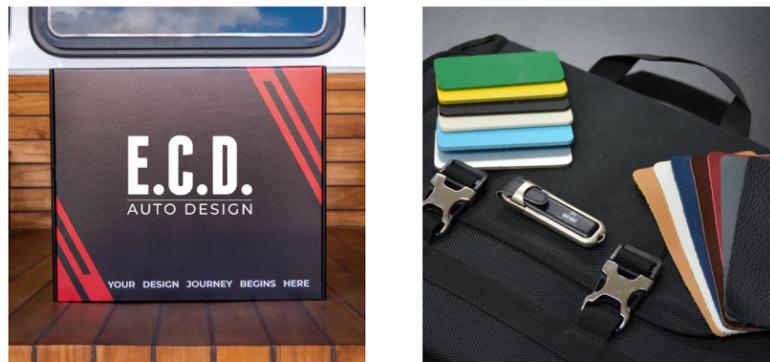
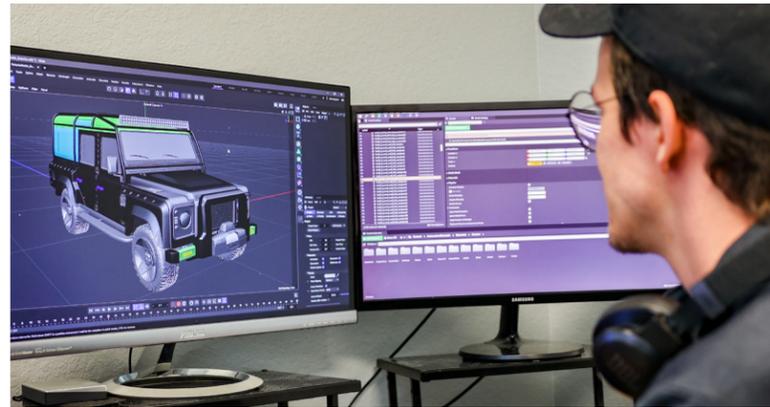
The Plank Family, Founder of Under Armour



# OUR CLIENT EXPERIENCE

## A First For Automotive

### - The Client At The Center Of The Design Experience



## The Nine Stages

- Receive welcome book
- Introduction to our Concierge Team
- Receive Design Kit
- Introduction to our Head of Automotive Design
- 3D Renderings
- Final Design Signoff
- Foundation Vehicle arrives
- Client Journey Update
- Delivery Day

"OUR EXPERIENCE WORKING WITH E.C.D. WAS A BREEZE – THE TEAM WAS RESPONSIVE, CONSIDERATE OF OUR TIMELINE AND BUDGET AND KEPT AN OPEN COMMUNICATION LINE DURING OUR BUILD. THE PROGRESS WEBSITE DEVOTED TO OUR PROJECT WAS INCREDIBLY HELPFUL SO WE COULD CHECK IN AND SEE REAL-TIME PICTURES AND PROGRESS! WE COULD NOT BE HAPPIER WITH THE WAY OUR DEFENDER TURNED OUT, AND WE HAVE HAD SO MUCH FUN WITH IT."

The Plank Family - Founder of Under Armour



# E.C.D. CUSTOM BUILD

**For those who wish to completely control their build inside and out.**

Ready to meet your daily drives as well as the rigorous demands of off-road excursions, our E.C.D. Custom vehicles are built to endure anything life throws your way. The Custom delivers all the power and creature comforts you seek, with every possible option available, from an onboard Wi-Fi system to interior ambient lighting.

If you respect the original pedigree but appreciate sleek, modern styling and the innovations of the 21st century, our Custom build option is for you.

Design your dream car. You know what you like, and now you have a blank canvas. Choose the engine, dashboard, sound system, colour, wheels, finish and more to make this vehicle expressly your own.

Life is way too short to stick with bland vanilla! Every feature can be upgraded, enhanced, modernised and customised to create a cutting-edge vehicle with nothing basic about it.

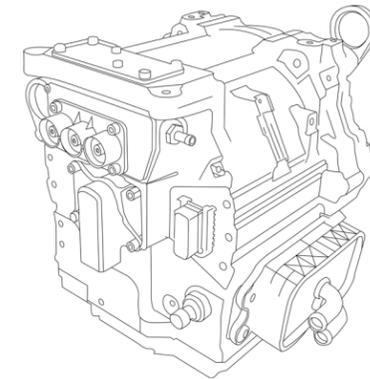
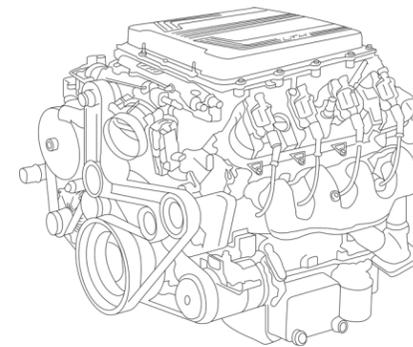
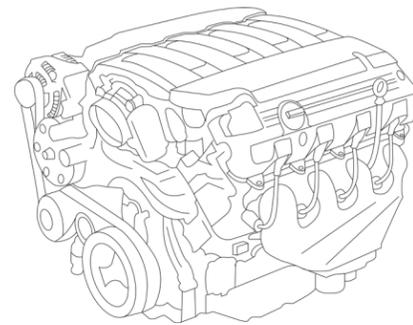
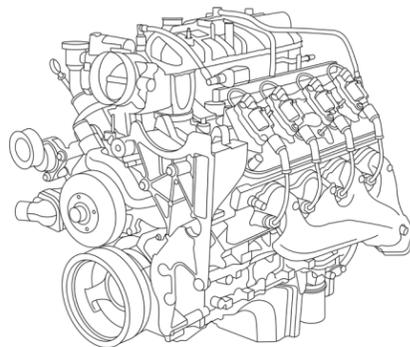
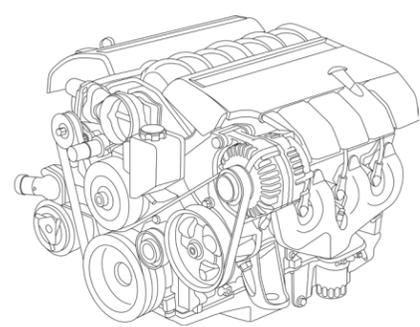
Your custom-built vehicle won't only look better on the street; it will perform better. Show off its tenacity when you drive it to work and around town daily. Or save it for special occasions when you have more time to immerse yourself in its sumptuous feel and appreciate its performance handling.



# DRIVETRAIN OPTIONS

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## WARRANTY



COVERING THE WHOLE OF THE STATES, ALASKA AND HAWAII.

### Chevrolet LS3

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6 Speed Automatic  
V8 - 430hp

### Chevrolet L92

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6 Speed Automatic  
V8 - 410hp

### Chevrolet LT1

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8 Speed Automatic  
V8 - 450hp

### Chevrolet LT4

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8 Speed Automatic  
V8 - 650hp Supercharged

### Electric Motor

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Direct drive  
400hp (appx)  
200 mile range (est)

### Included Warranties With Nationwide Service

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Our builds that utilize brand new Chevrolet crate engines not only offer incredible performance, they also come backed by a 2-year/50,000-mile warranty that is covered across the United States at all Chevrolet dealers.\*

Each engine option offers its own individual warranty. Above-mentioned warranty is for Chevrolet crate engines. Contact us for additional warranty information.

# THE NEW EV

The new and improved E.C.D. EV setup is like no other found in the restomod world today.

The new and improved E.C.D. EV setup is like no other found in the restomod world today. Our fully integrated system gives you the feel of a factory electric vehicle while still being a fully one-of-one custom vehicle designed to your specifications. Our new system is even more powerful, reliable and safer than ever. Our new EV platform will make you feel totally in control behind the wheel of your new E.C.D. vehicle, be it a kitted-out Defender 110 ready for family adventures, a luxurious long-wheelbase Range Rover Classic or our sleek Jaguar E-Types prepared for the weekend getaway.



## NEW BATTERIES AND MOTOR

The all-new, and by that, we mean brand new, battery setup no longer relies on refurbished Tesla cells but a brand new setup. Highly efficient brand-new batteries require a smaller battery pack setup, reducing the vehicle's weight. Our 42kWh pack is perfect for the sleek E-Type, with a 150-mile range and fast charge to top you up to 80% in under an hour. The 84kWh setup will be used in all SUVs and will give closer to a 200-mile range, again with fast charge to get you back on the road quickly.

## NEW DISPLAY SCREEN.

Our all-new driver display allows you control over the vehicle like never before on a restomod vehicle. Integrated into the all-new E.C.D. custom console for a seamless, factory-finish look, your control centre provides access to customise your vehicle's drive style. Select from three modes, Eco, Normal and Sport, engage hill assist/creep mode, turn your regenerative braking on or off and see the current status, including charge percentage, range and operating temperatures. The new onboard display will make you feel totally in control of your new E.C.D. vehicle.



## THREE DRIVING MODES.

This is what really puts you in control, three distinct driving modes that allow you to set the pace. Eco mode will be your most efficient, allowing maximum range with a more dampened pedal feel. Normal is, as it states, your standard mode, typical pedal feel as any other vehicle, good acceleration and range. Sport is for those that really want to feel the instant torque of the EV platform, a very responsive pedal feel gives ultimate performance, your range will suffer, your smile won't mind about that, though.

## NEW FAST CHARGING.

Another first, DC fast charge function will allow you to top your vehicle up from 10% to 80% in under an hour, far quicker than the current 8-10 hour charge period with our current EV setup. This facility completely changes the vehicle's usability and allows you to top up whilst eating your sub, then get back on the road quickly.

# E.C.D. SERIES

Restored with classic heritage at the forefront, but with subtle, luxurious enhancements inside and a modern drivetrain underneath.

If a timeless British vintage with unmatched abilities to conquer any terrain is what you desire, a custom ECD Series IIA or Series III is the perfect vehicle for you. The ECD Series IIA is the perfect rendition of the nostalgia of a vintage icon combined with modern luxury and performance suitable for daily use or any adventure that awaits you. In all its simplicity and rugged charm, the stout classic that is the Series IIA is sure to thrill your inner adventure enthusiast.



# E.C.D. RANGE ROVER CLASSIC

The Range Rover Classic is a reliable, luxurious, and stylish vehicle that will take you anywhere you need to go.

The custom RRC by E.C.D. is designed to attract an entirely new group of buyers who want a versatile vehicle with an eye-catching, purposeful design for their daily driving needs," states Scott Wallace, Co-Owner of E.C.D. Automotive Design. "We know that luxury buyers are among the most discerning consumers, and with the new custom RRC models, we deliver exactly what they're after - vehicles that truly make a statement while offering an empowered driving experience."

"Our custom RRCs are the kind of vehicle that are suited for practically anything," comments Tom Humble, Founder & Co-Owner of E.C.D. "Our clients will take the same design journey that they would with our custom Defender models. There really is no limit to how we transform the RRC into an SUV that supersedes everything currently being built. Each will have a different look and feel, which means you're not going to see 15 of the same vehicles lined up at your children's school or at the valet. They'll each be as unique as their owner and as comfortable as any new luxury automobile available today."



# E.C.D. JAGUAR E-TYPE

**A true British classic with a  
very unique edge.**

For years we at E.C.D. have butted heads chasing for perfection in our Land Rover Marquee builds. A few years ago, the owners sat down and discussed if we were to add something to our lineup, what would it be. We wanted something that would sit nicely next to one of our existing Land Rover builds and be on par, but something different, something sporty and quintessentially British of course. Only one vehicle comes to mind, the stunning Jaguar E Type, once dubbed by Enzo Ferrari as the most beautiful car in the world, now available re-imagined by E.C.D.



# BENEFITS OF AN ECD CERTIFIED USED VEHICLE

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## 2 Year 50k Mile Limited Nationwide Warranty

ECD will cover through its network of approved vendors and in house warranty technicians. This warranty is extendable following the initial period. Feel safe knowing that your vehicle is protected as long as you own it.



## 24/7 Roadside Assistance (Nationwide)

Included in your purchase is a platinum membership to the AAA for a 12 month period. No deductible on any towing service in the event of a breakdown.



## 250 Test Miles Carried Out On Your Behalf

Our full time test driver will put around 250 test miles on the vehicle, split before and after our pre ship and safety inspections, to ensure you receive only the best.



## Vehicle History Report

A full CarFax will be provided on purchase Full detail – In house detail at ECD, who better to prep the vehicle for delivery than the team that built it.



## 250 Point Pre Ship Mechanical Inspection

Our in house master technicians carry out a pre ship, service and safety inspection prior to the vehicle shipping to you. Any minor issues are taken care of in house by the same hands that built the vehicle.



## Transferable Warranty Should You Decide To Sell

The warranty on your vehicle will transfer to the next owner, provided you re-sell the vehicle via the team at ECD. This protects the value of your vehicle and adds appeal for the next prospective owner.

# FROM OUR CLIENTS...

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"I've always liked the design and classic look of the Land Rover Defenders but it wasn't until I went to the shop that I fell in love with these awesome trucks. Getting to see previous projects in person and handpicking every detail of Project 13 with the E.C.D. team has been a really cool experience. I can't wait to see the finished product!"

Alex Morgan - U.S. Olympic Soccer Player

"Our experience working with E.C.D. was a breeze – the team was responsive, considerate of our time line and budget and kept an open line of communication during our build. The progress website devoted to our project was incredibly helpful so we could check in and see real time pictures and progress! We could not be happier with the way our Defender turned out, and we have had so much fun with it."

The Plank Family - Founder of Under Armour

"Seeing my dream vehicle go from paper to unveiled reality. So fantastic this truck. Hand picking every little thing is such a fun and exciting process, and then to see it all come together so beautifully, with people that hand built it all there to share your excitement. Getting a custom build is a huge investment, but being a part of the process and experience, you aren't just getting the truck, you are part of the entire evolution of your build."

Sloan - E.C.D. Client, Project Eclipse

## ECD IN THE NEWS...

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### Classic Jaguar E-Type Getting Tesla Powertrain Thanks To ECD

Or choose from two ICE options if you don't want a battery-operated Jag.



By: Jacob Oliva

You might know ECD Automotive Design for its restoration-modification projects involving Land Rovers, specifically classic Defenders. The American company has gained notoriety by offering an option to give these British off-roaders a heart transplant using Tesla powertrains, among others.

This time, ECD announces a new project that doesn't involve Land Rovers but is still within the family). The Florida-based company has given us a preview of restored and modified Jaguar E-Type units. And just like the Defender, ECD also offers Tesla powertrain update for the E-Type, bringing modern technology into the classic, gorgeously designed coupe from the '60s.



The Tesla powertrain offered by ECD comes with 450 horsepower (336 kilowatts) that's good for 200 miles of travel within the city (140 miles on the highway). Charge time is eight hours, according to ECD.

Built to the customer's specifications, ECD offers a multitude of paint options for your Jaguar E-Type restoration order, ranging from historic to modern colors – the latter coming from Jaguar's 2023 lineup. Both are available in roadster and coupe forms.

Likewise, the interior can also be had with a multitude of options. Nappa leather comes standard but you have the liberty to upgrade to Spinneybeck leathers that are either distressed, hand-tipped, or have a leather-weave pattern.

If a battery-operated Jaguar E-Type doesn't tickle your fancy, you can opt for internal combustion engines offered by ECD. There's the GM-

## The Land Rover Defender with the Heart of a Tesla

Land Rover doesn't yet build an electric Defender, but E.C.D. Automotive Design is stuffing a Tesla powerplant into classic models.

My custom Land Rover Defender 110 softtop is Geyser Blue, a Subaru color. Although its bones are at least 25 years old, it is effectively an entirely new vehicle. It has Barbour plaid inserts on its six seats (three rows of two, all forward facing), Brembo brakes, and two Hella auxiliary lights flanking the winch on the front bumper. I went with steel coils instead of the optional air springs in the name of simplicity and reliability. Under the hood: batteries, because my Defender is Tesla powered, with one battery pack up front and one in the rear feeding a 450-hp electric motor that spins the factory four-wheel-drive system. I'm not really second-guessing any of my choices on the build, except maybe the Brembos—getting the big brakes meant I had to go with 18-inch wheels, and I think Defenders look better on 16-inch wheels with some more sidewall on the tire. I skipped most of the body armor (bull bars, even guards for the door handles) because if I scratch it up and wear it out, I'll just bring it back to E.C.D. Automotive Design and start planning a new one. My Defender only cost about \$300,000, so if I get on the wrong side of high tide on Nobeadeer Beach on Nantucket, I'll make like Eazy-E—throw it in the gutter and go buy another.

It's easy to imagine life as a carefree billionaire, because E.C.D.—the artist previously known as East Coast Defenders—led me through the design process in much the same way they would with a client, presenting the endless litany of choices that would result, 14 to 16 months later, in an exquisitely perfect one-of-one Defender. We may have skipped around a bit in the E.C.D. design book, which runs more than 100 pages. We definitely skipped the part at the end where money changes hands, starting the clock on a Defender that's unlike anything that ever rolled off the line at Solihull.

Fortunately for me, I can still find out how my vision translates to reality, because E.C.D. just finished one much like it, right down to the Subaru-inspired color—in this case, Cool Gray Khaki, a hue you probably associate with the Crosstrek. So I paid a visit to the E.C.D. factory in Kissimmee, Florida, to find out what happens when you shove Tesla guts into a British firm implement.

That's not a slander against Defenders—any given E.C.D. truck may have spent its most recent years plugging through the mud on a farm outside of Eglwysrwr, Wales, before being snatched up by E.C.D.'s U.K. vehicle-sourcing outpost and sent across the Atlantic. Each finished E.C.D. Defender is usually the product of two donor vehicles: an at least 25-year-old one that can be imported whole and a later-model truck with the updated interior prized by the kind of people who buy Defenders that start at \$209,000. Ironically, it's the newer trucks that get preemptively destroyed overseas, their choice dashboards sent along to join an import-eligible chassis in Florida. And in the case of the electric models, there's also a Tesla involved. Electric Classic Cars in the U.K. handles that side of the logistics, sourcing a

nd adapting a Tesla Model S P100D powertrAt E.C.D.'s 40,000-square-foot facility, I meet Scott Wallace, a co-founder of the company along with fellow Brits Tom and Elliot Humble. As the company grew in recent years, it bought up space in adjacent properties, but the ad hoc expansion wasn't ideal for an outfit that's now producing one truck every five days. Thus, E.C.D. is about to move into a 100,000-square-foot building of its own design, right down the street, with plans to build a truck every four days. If that doesn't sound like a blistering pace, you need to understand the level of fanatical perfectionism that goes into each vehicle. "Getting to 95 percent perfection is easy," says Wallace. "It's that last 5 percent that's hard." I wonder how many North American-specification Defenders were ever 95 percent perfect on their best day.

At any time during an E.C.D. build, any technician can flag a problem to be remedied. Software tracks the progress of each truck and who's signed off on each detail. There are three quality-control stops along the build process, and the company puts a thousand shakedown miles on each truck. If a truck needs to be pulled aside to address some thorny issue, there's a bay for that and time built into the schedule. And every staff member is encouraged to suggest any means to improve the finished product. For instance, Hector Lopez, the head of the paint department, informed E.C.D. that Spies Hecker clear-coat looks better than PPG's product, a contentious assertion since E.C.D. had a contract with PPG to use its paint to finish. A blind comparison ensued, with PPG conceding that, yeah, that Spies Hecker clear-coat is mighty nice, and go ahead and use it.ain—divvying up the battery pack and adding its own controllers and software.



All this attention to detail allows E.C.D. to offer a warranty that is, essentially, all-encompassing as long as you own the truck. If you have a problem, you call, and they get it fixed, even if it's not really their fault. Wallace says that solving individual problems can sometimes seem like a bad business decision—flying a tech somewhere to fix an issue that maybe could have been solved locally or over the phone—but results in an extremely loyal customer base. There are repeat customers who sell their Defenders back to E.C.D. and commission a new one every few years. Because, hey, seeing your dream truck come to life is a big part of the fun. Then the used truck gets sold to someone who's maybe never owned an E.C.D. Defender but gets hooked and decides to spec out a new one, and the process repeats. There's one particular Defender that E.C.D. has sold eight times. So far.

In the sales office—its walls adorned with leather samples, steering wheels, gauge packages of varying designs—I meet John Price, sales and design lead, and co-founder Elliot Humble. A rendering of my Defender is up on a TV screen so that we can all admire my good taste and restraint. But what if, I ask Price, a customer wants something less than good taste, like yellow paint with a red grille, the of mustard and ketchup? "Our role is to build whatever the customer asks for," he says. "Of course, we could advise a different direction." There are limits, of course. I ask what they'd say if I wanted an independent front suspension, and Humble replies, "Well, that's not a Defender though, is it?" All right, I'm getting on my Gulfstream G650 and getting out of here

## E.C.D Automotive Design Is Reinventing British Classics With Bespoke Vintage Cars

E.C.D. Automotive Design is making some of the finest custom cars on the planet. Which vintage British classic would you build? by PETER CORN Published on August 18, 2023



Custom car builders are everywhere today. You can't throw a rock without hitting six custom garages. While more people adding their flair to our cars isn't a bad thing by any means, it doesn't mean that all custom car companies were created equal. E.C.D. Automotive Design is not your average custom builder. While many people restore vintage Land Rover Defenders, few completely remanufacture them using a refreshing mix of original and new custom parts. Even more exciting than that, E.C.D. doesn't stop at building high-end Defenders. The English firm is now remanufacturing/restoring Jaguar E-Types.

The company started slowly, humbly, and with the focused intention of building the highest-quality vintage Land Rover Defenders on the market. The firm's founders, Tom, Elliot, and Scott, set about this journey stripping and rebuilding to order one Land Rover at a time. The early days often required 18 hours in the shop, and still, the team had to outsource

many of the more complicated tasks. This wasn't working—something needed to change. The founders grabbed a Post-it note and scribbled the principles that would forever change how they built E.C.D. vehicles. The ideas all circled around delivering high-quality vehicles to customers while still building cars that the founders were excited about.

The lads and ladies of E.C.D. were kind enough to invite me down to the E.C.D. Automotive Design's HQ in Orlando, FL, to sniff around the plant and drive some cars. Before piloting a sampler of the two vehicles they currently build, the CEO Scott Wallace took me through both build processes one step at a time.

## Can a vintage Land Rover Defender be luxurious?



If you've ever driven an original Land Rover Defender of any flavo(u)r, you might, as I did, struggle to see how such a stiff, boxy tractor of an SUV could ever be smooth, quiet, refined, or luxurious in any way. This isn't a dig on Defenders, but it is important to understand how crude these original Defenders were before E.C.D. got a hold of them. You'll never fully understand the effort and skill it takes for this transformation until you've experienced the charm and brutality that is driving a proper vintage Land Rover. Even a freshly dead man can tell that E.C.D. makes a high-quality product, as well they should. These Defenders start at a hefty \$230,000.

So how do they do it? Building custom Land Rover Defenders is not a novel idea. Many shops are doing this work, and many are building great trucks. That said, I've never seen such a finely tuned operation as the Defender build line I witnessed in this unassuming industrial park in Orlando. Scott walked me through each step of the process, from the boneyard of base Defenders out back to shakedown drives for breaking in new motors on finished trucks.

# CARBUBZZ

## This Company Built An Electric Defender Before Land Rover

As well as an electric Range Rover.

Imagine pulling up to a Tesla Supercharger and seeing a classic Land Rover Defender hogging a space. Tesla owners would probably be angry at some gas-guzzling V8 blocking access to a charger until they discovered it was actually Project Britton or Project Morpheus from ECD Automotive Design. After announcing the project late last year, ECD has just revealed its first Tesla-powered Defender models.

Project Britton (pictured below) and Project Morpheus are based on 25-year-old Defender D110 trucks, but instead of a thirsty V8 or sluggish diesel engine, they now pack a single 450-horsepower electric motor from a Tesla Model S. The 2023 Land Rover Defender will eventually spawn an electric variant, but ECD beat JLR to the punch.



ECD says its electric Defender can hit 60 mph in around five seconds, which is quicker than the company's supercharged LT4-powered models. In terms of range, the 100-kWh battery pack should provide enough juice for a 220-mile driving range (ECD estimated) with a five-hour charging time. Like all ECD projects, the two electric Defenders are fully restored and highly customized to owners' tastes.

"At the end of the day, we're doing this with deep love of older Defenders and a passion to keep them on the road by modifying them to fit into our clients' lives," said ECD co-founder Elliot Humble. "Whether it takes figuring out how to engineer an electric engine into a restored Defender or color-matching the paint to match a favorite shirt, our world-class team can breathe life to our clients' wildest dreams."

Project Britton is finished in a lovely shade called Cool Khaki Grey with an Alpine White roof. In addition to the Tesla drivetrain and spiffy new paint job, the Defender features Kahn Mondial wheels wrapped in BF Goodrich Rugged Trail T/A tires with adjustable Air Ride Suspension and high-performance Brembo brakes.

The interior comes with heated/ventilated Recaro Expert S seats wrapped in beige Porsche Nappa leather and a Evander Wood steering wheel. At the back, ECD mounted inward-facing third-row jump seats plus a unique teak wood storage bench. This build is fully modernized with an Alpine Floating Halo infotainment system featuring Bluetooth, WiFi, remote start, backup sensors, front/rear cameras, and three wireless charging pads.

Project Morpheus is a similar build, painted in Arles Blue with a Chawton White hard top roof. CarBuzz will have an opportunity to drive an electric Defender later this month.



# MOTORTREND

## 1971 ECD Jaguar E-Type First Drive: A Daily Drivable Classic With a Real Warranty!

Get the thrill, panache, and adventure of driving a vintage classic without the reliability woes.

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These 1971-1974 models were the most "Americanized" E-Types, introducing the model's first standard power steering, optional air conditioning, and V-12 engine. The latter required enlarging the bodywork slightly and applying the 2+2 models' 9-inch wheelbase stretch to the roadsters, making them noticeably roomier. Series 3 cars also tend to change hands for less money than the earlier cars

### Three Powertrain Options

GM Performance LT1: The most affordable (and powerful) combustion engine choice will be the Chevrolet LT1 V-8, starting at \$299,000. In the Jaguars, it's tuned to produce 460 hp and 465 lb-ft and comes paired with an eight-speed automatic. Most vehicles ECD has delivered to date have been powered by some combination of tried-and-true, plug-and-play GM Performance crate engines and transmissions.

Jaguar V-12: For \$320,000, "purists" can choose to keep their original V-12 option, with ECD sending it to a vendor in England for a full restomod that includes boring the engine to 6.1 liters and swapping carbs for velocity stacks with port fuel injection. Peak output rises from 272 hp and 304 lb-ft to 348 hp and 341 lb-ft of torque, boosting reliability and drivability while retaining the original smoothness and underhood wow factor. These come mated to a new Tremec five-speed manual transmission.

Cascadia iM-225 Electric Motor: Interest has grown in ECD's electric retrofit option, such that one in five commissions is now electric. We sampled ECD's Tesla-powered first-generation powertrain in a Range Rover Classic, but the company recently upgraded its electric offering. This EV2 design transitions to a more aftermarket-friendly (programmable) motor/inverter/reduction-drive unit (1.90:1) that mounts where the transmission used to be. In Jaguars it produces 301 hp and 368 lb-ft of torque. It routes power down a driveshaft to the Jag differential with open 3.31:1 or limited-slip 3.54:1 gearing. Power comes from new bespoke ECD battery modules utilizing LG cells. Two modules mount where the engine was, the third goes under the luggage compartment. Weight ends up within about 100 pounds of the original with a slight rear bias. The 400-volt three-module 42-kWh battery pack (40 usable) delivers around 150 miles of range, with DC fast-charging at 50 kW adding 100 miles of range in 30 minutes or so. EV2 pricing starts at \$350,000.

### Build Options

Ordering an ECD Auto Design vehicle is akin to commissioning a bespoke Rolls-Royce, Bentley, or Pagani. Almost anything goes in terms of paint, upholstery, stitching, carpet, and the like. All paint is to sample and available in gloss, eggshell, or matte finish. The catalog suggests 11 standard factory Jaguar colors and 10 modern hues, plus an array of hides and carpets. You can even customize the gauge faces and needles if you so desire, and just as with an OEM build-and-price website, customers get to see a 3D computer model of the car in their chosen colors, with paint and upholstery samples mailed out for approval. Chassis options include renewed and updated stock springs, shocks, and bushings, or an upgrade to dual-coil-over shock units and six-piston front, four-piston rear (still inboard) brake calipers for those who plan to drive more aggressively. Wheels can be wire knockoffs or bolt-on aluminum Minilite or Dunlop racing designs. Tires can feature black, red-line, or white sidewalls.

It's still one of the most beautiful automotive shapes ever penned, but between corrosion protection that ranged from iffy to nonexistent back in the day to perennial carburetor-tuning challenges—especially on early emissions-controlled models, to oil leaks and electrical gremlins—owning and driving a vintage Jaguar E-Type today is not for those short on luck, cash, or mechanical aptitude. But what if a company were able to serialize the process of disassembling and renewing every mechanical part, upgrading the powertrain, chassis, and electrical system while replacing all wear items to essentially deliver a new-old car?

Florida-based ECD Auto Design (née East Coast Defenders) has been doing just that for 10 years, purchasing old Land Rover Series and Defender models and essentially remanufacturing them in an assembly-line process, employing modern quality-control methods that identify and eliminate production errors for continuous improvement, and providing a two-year/50,000-mile bumper-to-bumper warranty on the finished product. Now it's adapted that process and developed a new parts-vendor base to suit the reconstruction of Jaguar E-Type coupes and convertibles, starting with Series 3 cars.



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