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# PORSCHE POST



**DRIVING BACK YEARS**  
The Boxster at 25

**BRIGHT SPARK**  
The all-electric 911

**TURBO OR 928?**  
A clash of the totems



**Porsche Club**  
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# BRIGHT SPARK

Can doing the unthinkable save your classic Porsche from a worse fate? Matt Master finds reasons to be cheerful in an electrified 911

Photos: Rich Pearce



It wasn't that long ago that electrification at Porsche was a subject of serious controversy. Would the Taycan ever be a 'true' Porsche? Was it actually even a sports car, as the marketing department insisted? The former was for Porsche itself to decide, the latter for its customers. But, regardless of where you stood on either issue, the landscape was changing at an alarming and irrepressible rate.

Our current government, fond as it is of a handbrake turn, gives us eight more years of ICE, at which point the appetite for emissions, even the tacit tolerance of them, is driving off the nearest cliff. Older combustion engines will be restricted from an increasing number of city and town centres, taxed more heavily and, of course, penalised at the pumps. For the foreseeable future, electricity is the only accepted route forwards. Disastrous news for most of us, but not all...

On a disused US Air Force base in the Oxfordshire countryside, Everrati has done the unthinkable and electrified an air-cooled 911. It's the sort of heresy that will send shivers down the spines of a large proportion of the membership; surely that intangible Porsche 'soul' exists somewhere in the oily percussion of its flat-six? So, it was with some serious scepticism that we arrived at Everrati's modest facility and laid eyes for the first time on the familiar outline of its unique 964, parked up unceremoniously in the January drizzle.

Inside, Justin Lunny and his team have been embracing change with an approach that, paradoxically, borders on the traditional. Everrati eschews the popular retro EV solution that sees workshops around the world creating ad hoc one-off builds with no development cycle or repeatability. Instead, the vision here is to offer a fully resolved product that has undergone countless hours of CAD design and real-world testing. The 964 we're about to drive is both a proof of concept and a development mule,

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years in the making and with thousands of road and track miles under its belt.

Having started life as a Tiptronic coupé, Everrati's 964 is now fitted with a reconditioned and re-engineered large-capacity Tesla motor featuring a bespoke torque biasing differential. But, wherever possible, it remains a familiar 964; the overriding philosophy being one of subtle improvements to the driving experience and an attention to authenticity. It's worth mentioning here that everything Everrati does is sufficiently inobtrusive in engineering terms as to be fully reversible. The 964's original 3.6-litre Boxer is still sitting in a corner. Just in case.

“We're all about retaining the character of the vehicle,” Lunny says. “We'll find a donor car and weigh it at four corners so we know exactly where the weight should be. Then we take out all of the combustion elements – gearbox, motor, fuel tank, exhaust and so on – and weigh it again. Next, we 3D-scan the entire space we've got left so we know exactly what the packing opportunity is. After that, we CAD-design a brand-new powertrain for that vehicle in the same way that an OEM would. We prove it, we test it and sign it off as an OEM would, and then we can make more to order.”

Everrati is a contraction of EV, 'ever', to reflect the company's desire to keeping classics on the road and 'Rati', the Hindu goddess of love, passion and, according to Wikipedia, sexual desire. Lunny explains the concept in terms that make something undeniably complicated sound simple enough: “It's trying to match the idiosyncrasies of a 1990s 911 with modern technology, but make it feel right. It's about having fun, engagement and not driving a white good. It's also something that's beautiful to look at and that makes you smile.”

The Achilles' heel of all modern EVs is kerbweight, but here the nature of a 1990s 911, matched with Everrati's ability to indulge its preferred balance between power and range, means the car weighs much the



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same as a standard Carrera S did in period. The battery pack is good for around 180 miles, split between frunk and engine bay to maintain the traditional 40/60 distribution while bringing the weight inboard and over the wheels to improve handling. Power is rated at between 440bhp and 500bhp equivalent, good for a 3.8-second dash to 60mph and a top speed of 130mph. This output could, of course, be greater, but it is both restricted and carefully mapped to offer a progressive delivery that avoids

shock-loading the drivetrain. Or, indeed, the driver.

The livery currently wrapping the car is the product of a partnership between Everrati and Gulf, itself moving into green tech. But, beyond this somewhat ironic talking point, the finer details reveal more about Everrati’s mission: crisp LED lights, vented ducktail spoiler and a subtly modernised cabin all underline this idea of a classic made more useable for today and future-proofed for tomorrow.

The interior is replete with Alcantara and sustainably sourced leather, the seats and door cards given a

chevron stitch pattern that once again brings a suggestion of the new – and the expensive – without compromising on the better elements of the past. Porsche’s trademark five dial dash is still in situ, but with motor power, regeneration and charge now part of the line-up. Familiar 911 switchgear is accompanied by welcome additions such as improved heating controls as part of a thoroughly modern A/C system. Porsche Classic’s single DIN PCM is one of very few elements of more overt cabin tech, alongside a control panel for the optional programmable suspension supplied by TracTive, sponsors of PCGB’s own 911 Challenge race series.

Fire it up with the old-school

ignition key and the Everrati 964 does actually roar into life. The car is equipped, once again optionally, with sound generation that not only creates a convincing bellow inside and out, but even reverberates through the chassis. It’s a clever trick and one that adds greatly to those subconscious expectations of what a sports car should be doing. Switched off, however, the running car is silent bar a high-pitched background buzz, with an inconspicuous digital display stating simply: ready to drive.

This is where things get exciting. And quickly. The Everrati goes like stink, as you’d expect from a single-speed EV drivetrain making twice the ex-works power output. It pulls and pulls, a seamless, almost sickening surge of near-silent acceleration that causes the eyes





to widen and the fists to clamp tight around the meaty RS wheel. But because of the work Everrati has put into keeping the weight down and inboard, there's plenty more in the repertoire than outright speed. Through a series of fast bends, the car feels planted and predictable, with the right amount of body roll and a noticeable lack of that unnerving mass that modern EVs have to do so much to disguise. It's surprisingly unintimidating to push into corners and addictive to revel in that linear, endless power on exit. The brakes take some using, and use them you do when there's quite this much oomph in play, but their feel, something you also notice in the steering, ensures an involvement in the drive that is worlds away from the anodyne point-and-squirt characteristics of those white goods Lunny is so rightly wary of.

The Everrati 964 costs from £200,000 before factoring in a donor car and tax, rising by a further £50,000 for a widebody car. It's a significant sum but, as COO Nick Williams explains, their growing international customer base is populated by past and present Taycan owners, many with a Singer on order, for whom this is a viable, useable middle ground. He also points out that, with combustion technology heading towards a precipice, the residual values of an EV 911 are only going to get stronger as the scope for using the likes of a Singer decreases year-on-year.

Lunny refers to their 964s as "beautiful toys" and talks about them as weekend cars rather than daily drivers. But imagine the opposite case. With the pleasure of driving already severely limited in the UK and the majority of new EVs serving up a new suite of disappointments, Everrati's 964 seems like a logical, if exclusive, solution. The thrill of driving is there, as is so much of the character that makes a Porsche unique. In the absence of convincing alternatives, Everrati is plotting a course that not only keeps classics on the road, but gives them a new identity and purpose. Just one part of the answer, maybe, but it's a part that deserves to be welcomed. **PP**

