

Test Report: Frauscher 686 Lido

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A winning throw of the dice

The Frauscher 686 Lido has become a new milestone for the Austrian showpiece shipyard. In addition to the electrically powered version (as 680 Lido), she is now offered with various Volvo-Penta petrol or Diesel engines. The program was expanded with the VW TDI 225-6 version: a “sure thing” on all counts.



New this season: the Krüger shipyard at Lake Constance is now the official importer for Frauscher motor yachts. Also new is the colour scheme of the Frauscher 686 Lido: sassy orange combined with understated anthracite - a daring combination for certain. You may like it or not - but it is consistent and perfectly balanced with the teak on the bow, cockpit floor and swimming platform. Once on the water, one is less interested in her visual appearance - and there is no accounting for taste, than in the handling characteristics with the VW TDI 225-6 (more on page 54). To state it simply: the set harmonizes

excellently and the 225 PS power and the outstanding torque, in particular, of the engine are displayed magnificently. With the Bravo i Z drive by Mercuriser and a Mirage screw from stainless steel (optional), the strongest VW marine Diesel aggregate forms a great unit.

Live The Experience.

Because the hull of the 686 Lido has been designed for high speeds, the entire configuration is a perfect fit. No matter whether high-speed straight running or tight curves, the sharp V frame and the defined bilge edges at the hull ensure optimum "adhesion" with the water.

Innovation as driving force

When Engelbert Frauscher founded a shipyard at the old Danube in Vienna in 1927 and started to build his first wooden boats, he could never have dreamed that one day an edgy motor yacht with orange upholstery would carry his name. Before WWII ended, he moved his shipyard to Gmunden at Lake Traunsee in the Salzkammergut. When his sons Ernst and Hans took over, they crossed the line into the GFRP era. Because more and more regulations "put the brakes" on free boating on Austrian lakes resulting in reduced sales of motor boats, the Frauscher shipyard concentrated on the manufacture of sailboats.



Several hundred H boats were built and the Frauscher name enjoyed an excellent reputation at international regatta courses. Along the way, Frauscher developed another innovation: small motor boats with electro motors - the absolute winners on Austrian lakes for a long time. However, the boats were built with such superior quality that they are still used today and the market was eventually sated. Frauscher needed to find a new product and decided on "true" motorboats with electric drive. Today, the third Frauscher generation at the helm - brothers Michael and Stefan Frauscher and their cousin Andrea - still builds sailboats, but just

looking at quantities, the new class of motorboats have gained the upper hand: built with elegant design and - with the possible exception of the 686 - a very particular "retro"-look.

Design as line of argument

In this respect, the Frauscher 686 Lido differs from her sisters: her lines were drawn by Georg Nissen and demonstrate the preference of this designer for clear silhouettes and shapes. Except for the steering wheel, there are no rounded shapes onboard. The furnishings are reduced to the absolute minimum, anything more would be too much. A swimming platform in the stern, a large sun tanning area and a stern bench, two moulded seats behind the centre-positioned pilot's stand, two more benches at the side and finally the bow with some storage space. That's it.

What is not visible at first glance, are some small, but very neat, details. Let's begin with the bow where a large anchor locker and additional stowing room for fenders and lines are located. Right



behind it, a table can be unfolded providing comfortable space for four persons. Although the sun roof, the refrigerator, and the radio/CD player are not included in the base price, they match the design perfectly. The steering console is well fitted out with instruments and the carbon look is standard, as are the two moulded chairs with foldable seats. Then there is the sun deck which can be easily opened with a gas-pressurized spring which thus provides a view - or access for the specialist - to the engine. Not only in the engine locker, but also beneath the aft bench are additional stowing areas.

Running fun as objective

The Frauscher 686 Lido looks wonderful in the harbour, but she is truly in her element outside the shoreline. The acceleration is incredible and the power development of the VW Diesel engine is outstanding as mentioned above. The boat starts gliding at only 2300 RPM with an approx. speed of 30 km/h - and you still have nearly 2000 revolutions before reaching top speed. A princely reserve. You will really feel the applied forces in tight curves. Then you better hold tight as the speed decreases only minimally and you won't experience any cavitation. Back in the harbour, another detail becomes apparent: many boats in this "retro" fashion are equipped with a rigid shaft and a rudder blade - as is proper for classic runabouts. Not the 686 Lido - with her Z-drive, you can easily manoeuvre her, even in tight ports.

Summary

Superb handling characteristics and a sophisticated but still stark design are the two most obvious properties of the Frauscher 686 Lido. Although the VW engine variant is the most expensive one, the added costs of about 30,000 Francs (to a total price of 130,000 Francs without options) compared with the smallest petrol engine is a good investment for sure.

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From bow to stern a beauty: The Frauscher 686

Lido convinces with her pure and unassuming design and great functionality.

Item by item

Handling characteristics

The Frauscher 686 Lido wins over, thanks to a hull designed for speed. With her impressive curve behavior, you will feel safe even in very tight curves and, thanks to the Z-drive's manoeuvring capabilities.

Design

The centred steering console with its individual shape should be mentioned. It is striking, may be even provoking, but ultimately convinces thanks to its functionality. Design and functionality do not compromise each other.

Functionality

Anything said positively for the design aspect applies conversely also to the functionality. The functionality is extraordinary without compromising the design. Frauscher realized an optimum symbiosis with positive results in every respect.

Live The Experience.

Shipyard	Frauscher, A-Gmunden
Design	Georg Nissen
L.O.A.	6.68m
Width	2.25m
Draught	0.5/1.0m
Hull	GFRP
Bow/cockpit	Teak
Weight	1500kg
Fuel tank	200l
Engines	VW TDI 225-6
Power	225PS (165kW)
CE Category	C
Base price	EUR 79,147.00

Excl. VAT from Shipyard Gmunden

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