



Porsche 918 Spyder - Hybrid Concept



Porsche surprised attendees at the 2010 Geneva Motorshow with the stunning 918 Spyder. A truly beautiful SuperCar concept that manages to deliver on performance and efficiency. The plug-in hybrid is one of three Porsche models with hybrid drive that debuted at the 2010 Geneva Motor Show, Porsche also brought the new Cayenne S Hybrid SUV with parallel full-hybrid drive and the 911 GT3 R Hybrid race car with electric drive on the front axle and a flywheel mass battery, (already covered as a COTD).

The 918 is powered by a 9,200 rpm redlined 3.4 litre V8 delivering more than 500 horsepower - plus an electric motor on the front and rear axle with overall mechanical output of 218 horsepower (160 kW) giving a total of 718 bhp or 535 kw Enough to propel the performance focused hybrid to 62 mph in 3.2 seconds and then continue on to a top speed of 198 mph. With a not so vigorous driving style it can also deliver 78 miles per gallon and emit just 70 grams of CO2 per km.

Power is transferred to the rear wheels by a seven-speed Porsche-Doppelkupplungsgetriebe (PDK) transmission that also feeds the power of the rear electric drive system to the rear axle. The front axle electric motor powers the wheels through a fixed transmission ratio. There are four driver controlled configuration options for the powertrain, these range from maximum efficiency to maximum performance. The E-Drive mode supplies pure electric power and gives a range of 16 miles. The energy reservoir is a fluid-cooled lithium-ion battery positioned behind the passenger cell that can be charged from a domestic power grid. Additionally there is a kinetic energy recovery system coupled to the brakes, providing further energy for acceleration.

The 918 looks to me like a modernised Carrera GT with hints of 458 Italia, a very successful design The body uses a modular structure with a carbon-fiber-

Porsche 918 Spyder

- 3.4 litre V8
- Lx Motor on each axle
- 16 mile Lx only range
- 320 kph 198 mph
- 0-100 kph - 3.2 seconds

reinforced plastic (CFP) monocoque bodyshell and magnesium and aluminum sub-structures. Weight comes in at 1,490 kg, or 3,285 lb,

As is the case with many concept show cars the interior points at future directions for the next series of production models and as can be seen from the included images - this is also simply stunning.

Rod Halligan



2010
Porsche
918 Spyder
German
Concept



Porsche 918 Spyder - Concept		
Year Introduction	2010 Geneva Auto Show	
ENGINE		
Configuration	V8 plus 2x Lx Motors	
Layout	Mid, longitudinally mounted Lx Motor on each axle	
Induction	Natural	
Valvetrain	DOHC, 4 Valves	
Fuel feed	Bosch Direct Fuel Injection	
Displacement	3400 cc / 207.48 in ³	
Power	500 hp plus 218 hp Lx	
BODY		
Unitary CFP Monocoque		
Weight	1490 kg	3285 lbs
DRIVE		
Rear Wheel Drive plus supplemental Lx front		
Transmission	PDK Twin Clutch 7 speed Automatic	
PERFORMANCE		
Top speed	320 kph	198 mph
0 - 100 kph	3.2 seconds	
Fuel economy	3 L/100 km 78.40 mpg-us	
Emission	70 g/km	
Lx Range	16 miles	

