

PORSCHE 918 SPYDER

57

The plug-in hybrid performance laboratory, 2013-2015 - a Holy Trinity car whose condition lives in the battery and the file

918

Cars worldwide, officially numbered - a genuinely fixed population, the final example completed at Zuffenhausen in June 2015

887 PS

System output: a 608 PS, 9,000-rpm naturally aspirated V8 plus 286 PS from two electric motors - plug-in, with an electrically driven front axle

6:57

The Nordschleife, September 2013 - the first production road car under seven minutes on the then-used configuration

€1.5-3.1M+

The market span, 2026 - driven standard cars to exceptional Weissach examples; the battery report and the storage ledger divide it

01 EXECUTIVE SUMMARY

The 918 Spyder sits in Porsche's halo lineage between the 959 - the electronically managed all-wheel-drive pioneer - and whatever the marque electrifies next: after the Carrera GT's analogue V10 flagship, the 918 was the plug-in hybrid performance laboratory. It belongs to the 2010s Holy Trinity beside the Ferrari LaFerrari and the McLaren P1, and it approached hybridisation more broadly than either: where the P1 used electrification to sharpen a rear-drive turbo platform and the LaFerrari to amplify a naturally aspirated V12, the 918 combined two electric motors, an electrically driven front axle, plug-in charging and multiple operating modes around a 4.6-litre, 9,000-rpm V8 related to the RS Spyder LMP2 programme. The numbers still read modern a decade later: 887 PS of system output, approximately 1,280 Nm, 2.6 seconds to 100 km/h, around 345 km/h - and the 6:57 Nordschleife lap of September 2013 that made it the first production road car under seven minutes. Production was officially limited to 918 cars, built over roughly 21 months and completed in June 2015 - a genuinely numbered series, not allocation scarcity.

The thesis of this paper is the one its technology earned: the 918 is not merely a hybrid hypercar - it is the Porsche that proved hybrid complexity could become usable performance, and later Porsche technology validates its significance. The buyer's version is equally direct: buy the battery report, the campaign history and the storage ledger before you buy the mileage - because this car stores its condition in two places, the battery and the file, and both must hold a charge.

Key Finding

A numbered car with a validated legacy. 918 cars, serial identity, fixed population - and a technological afterlife across Porsche's range: plug-in propulsion, high-voltage performance systems, electric torque fill, hybrid torque vectoring, the electric front axle. It is significant not only because it was fast, but because everything Porsche built afterwards proves why.

The battery report is the compression test. High-voltage state of health, cell balance, isolation resistance, stored faults, cooling status, campaign and software history - from a Porsche facility authorised for 918-level work. A dashboard showing full charge is not a battery-health report, and certain major procedures belong to designated Service Level 2 facilities, not every Porsche Centre.

The storage paradox rules the market. A 300-kilometre car may have suffered more from poor storage than a 15,000-kilometre car suffered from careful use - stale fuel, dry seals, weak batteries, unexercised systems, open campaigns. Low mileage is a valuation category, not proof of health; the storage ledger separates the two.

02 THE MARQUE AND THE CARS

The technology bridge - from analogue flagship to electrified philosophy, in 918 numbered cars.

Porsche announced the concept in 2010, presented the production car in 2013 and completed all 918 examples by mid-2015 - a compressed programme that carried an outsized burden: proving, in public, that a plug-in hybrid could be a Porsche flagship. The architecture answered every scepticism at once.

The combustion half was as pure as anything Weissach had sold - a dry-sump, flat-plane 4.6-litre V8 revving to about 9,000 rpm, descended from the RS Spyder racing programme. The electric half was genuinely new for the class: a motor in the rear drivetrain, a second driving the front axle independently, a lithium-ion battery of approximately 6.8 kWh built for power rather than range - supplying up to 230 kW, exceptional specific power for its era - plug-in charging, regenerative braking and selectable hybrid modes coordinating it all. The result belongs simultaneously to three eras: the analogue high-revving V8 era behind it, the first plug-in hypercar era it defined, and the electrified-performance philosophy it founded - which is why Porsche itself describes the car as a technological foundation for the sports cars that followed. The Weissach Package added the collector axis: roughly 40 kg saved through magnesium wheels, reduced insulation and lightweight treatment, with optional motorsport-inspired liveries - a factory lightweight specification, not a visual package.

PORSCHE CHARACTER

The 918 is Weissach's proof that complexity can be made trustworthy. Where rivals treated hybridisation as garnish, Porsche engineered a complete energy system - two motors, an electric axle, five drive modes, thermal management across half a dozen circuits - and then made it start every morning and idle through traffic. The character it demands from owners is stewardship of exactly that system: the battery conditioned, the coolant circuits exercised, the software current, the file complete. It is the most usable hypercar of its trinity - and the one whose neglect is most quietly expensive.

03 ARCHITECTURE: THE ENERGY SYSTEM

A racing V8, two motors and a battery built for power - coordinated into one instrument.

The combustion engine is the 4.6-litre naturally aspirated V8: dry-sump lubrication, flat-plane crankshaft, approximately 9,000 rpm and 608 PS, conceptually related to the RS Spyder LMP2 programme rather than any road-car engine of its day - breathing through top-exit exhausts whose heat cycling the surrounding bodywork carries to this day. The electric system adds 286 PS through two motors - one associated with the rear drivetrain, one driving the front axle independently - fed by the ~6.8 kWh lithium-ion traction battery designed for rapid power delivery, up to 230 kW, rather than touring range. Total system output is 887 PS with approximately 1,280 Nm depending on how combined torque is expressed; 0-100 km/h takes about 2.6 seconds and top speed is approximately 345 km/h. The seven-speed PDK carries combustion and rear electric torque, while the front motor drives its axle independently - electronically coordinated all-wheel drive with hybrid torque vectoring, blended regenerative and PCCB friction braking, rear-axle steering, active aerodynamics and a carbon monocoque with removable roof panels. Every one of those systems is also an inspection chapter.

PORSCHE 918 SPYDER - SPECIFICATION

Combustion engine	4.6-litre NA V8 · dry sump, flat-plane crank · ~9,000 rpm · 608 PS · RS Spyder LMP2-derived concept · top-exit exhaust
Electric system	Two motors - rear drivetrain and independent front axle - 286 PS combined · plug-in charging · ~6.8 kWh lithium-ion battery, up to 230 kW · regenerative braking · selectable hybrid modes
System performance	887 PS · ~1,280 Nm system torque · 0-100 km/h ~2.6 s · ~345 km/h · Nordschleife 6:57, September 2013 - first production road car under seven minutes
Drivetrain	7-speed PDK for combustion and rear electric torque · independent front e-axle · electronically coordinated AWD · blended regenerative / PCCB braking · rear-axle steering · active aerodynamics
Weissach Package	~40 kg saved - DIN weight from ~1,674 kg to ~1,634 kg · magnesium wheels, reduced insulation, lightweight interior and carbon components · optional historic liveries · a factory lightweight specification
Production	918 cars, officially numbered · ~21 months of production · first deliveries 2014, final car completed June 2015 at Zuffenhausen

(System-torque figures vary with how combined drivetrain torque is expressed; the production figure is a factory limit, not an estimate.)

04 FOUR READINGS OF ONE CAR

The technology bridge, the battery file, the storage paradox, the Weissach market.

The Technology Bridge. The 918 was not a dead-end experiment: plug-in propulsion, high-voltage performance systems, electric torque fill, hybrid torque vectoring, the electrically driven front axle, software-managed modes, active aero and hybrid thermal management all previewed here before appearing across Porsche's range - the collector advantage of a halo car whose importance later products keep validating. The Battery File. The hybrid system leads every inspection: the high-voltage report as this car's compression test, the 12-volt lithium battery as its quiet daily risk, the charger set as both usability and provenance, the Service Level 2 infrastructure as an ownership precondition. The Storage Paradox. The 918 market is full of garage queens, and stillness has failure modes: this paper's storage doctrine - established with the P1 and the Ultimate Collection - reaches its fullest application here, because an unexercised hybrid deteriorates in more systems at once than any purely mechanical car. The Weissach Market. Roughly 40 kg, magnesium wheels, liveries and a premium that is real but not uniform: strongest with desirable livery, low mileage, original paint, complete accessories and a documented conditioning history - and never a substitute for condition, because a poorly stored Weissach car is not better than a properly maintained standard one.

SIDEBAR: THE WEISSACH PACKAGE

Model-specific lightweight measures - magnesium wheels, reduced sound insulation, lightweight interior and trim, additional carbon components, detail measures such as ceramic wheel bearings by market, and optional historic motorsport liveries - saving roughly 40 kg, with quoted DIN weight falling from ~1,674 kg to ~1,634 kg. Verification runs through the factory build sheet: Weissach option confirmation, correct magnesium wheels, correct interior, original aero and carbon components, livery documentation where applicable, factory harnesses and accessories - and no standard-car conversion marketed as Weissach. The premium is graded, not automatic: livery, mileage, paint, accessories, ownership count, servicing and battery-conditioning history decide how much of it any individual car deserves.

05 THE SYSTEMS: THE BATTERY FILE LEADS

High voltage first, then twelve volts, then everything the energy system touches.

The battery report is the lead criterion - the 918's equivalent of a compression test, a leak-down and an engine-serial verification combined. It covers high-voltage state of health, cell balance, isolation resistance, stored faults, charging and temperature history where available, battery-cooling status, charging-system operation, campaign and software status, and any replacement or repair history - from a Porsche facility authorised and equipped for 918-level high-voltage work. A dashboard showing a full charge is not a battery-health report: a car can charge to its displayed maximum while carrying reduced usable energy, cell imbalance, stored faults and diminished high-power output. The service infrastructure is part of the purchase: Porsche assigned different service levels to the 918, and certain campaigns and major procedures were explicitly reserved for authorised Service Level 2 dealers - so the buyer establishes where the car can actually be serviced, whether the nearest qualified facility is even in the same country, how transport is arranged, and whether trained personnel, diagnostic support and parts approval are current. The campaign history completes the file: the 2014 rear control-arm recall on a small number of cars, the 2015 wiring-harness routing inspection, further limited chassis campaigns requiring specialist handling, and telematics-hardware updates as mobile networks evolved. The correct question is never whether 918s were recalled - it is whether this chassis is fully current, with every campaign documented by VIN.

The low-voltage system is the garage queen's greater daily risk. The 12-volt lithium-ion battery has specific factory charging requirements - incorrect charger voltage can damage its internal electronics - so battery age, the exact charger model and settings, the storage routine, replacement history and low-voltage fault history are all file items; weak twelve volts creates no-starts, contactor issues, communication faults and misleading hybrid warnings. The charging equipment carries both usability and provenance: original Porsche charger, cables and extended cable where specified, adapters, cases and manuals, pin condition, no overheating evidence, and a correct garage installation - the strongest cars retain everything, down to serialised delivery books and build photographs. The thermal network serves the V8, power electronics, traction battery, motors, transmission and charge-air circuits at once: pumps, valves, radiators, hoses, exchangers, fans and stored temperature faults are tested under diagnostic control and at operating temperature, because a car that has sat for years develops sticking valves, pump issues and low-flow conditions that a static showroom inspection cannot reveal.

The mechanical chapters follow. The V8 has no recognised catastrophic pattern and remains a rare, highly stressed bespoke engine: cold start, oil pressure and consumption, misfire counters, camshaft and timing data, oil analysis, cooling history and any unexplained work - plus the top-exit exhaust's neighbourhood, where heat cycling tests carbon clear coat, paint, shielding, brackets and rear deck panels. The PDK operates inside a hybrid drivetrain, so a conventional inspection is not enough: fault memory, clutch adaptation, hydraulic data and oil history are read together with hybrid torque blending, the regenerative-to-friction transition, front-motor engagement and freedom from driveline vibration - combustion torque, two electric torques, regeneration and traction control must demonstrably coordinate. Braking is blended: pedal consistency and the regenerative-to-ceramic handover are evaluated at different battery states and modes, with PCCB measured by a specialist - road-used cars often show little wear, and age, impact, transport damage, careless wheel removal and storage corrosion matter more than mileage. Rear-axle steering, dampers, control arms, the lift system and the active aerodynamics - wing, front elements, underbody flaps, position sensors - are exercised under diagnostic control, with suspension campaigns verified. The carbon monocoque and bodywork close the physical file: pick-up points, underbody, structures front and rear, doors, engine cover, diffuser, splitter and flaps, with paint-depth consistency read against the refinishing question - for a 918, a composite repair is photographed, invoiced, Porsche-approved or specialist-executed, filed and priced, because an invisible repair is not the same as an undocumented one. The removable roof panels add their small chapter - fit, seals, latches, storage bags, water ingress - minor mechanically, material in a collector-grade car.

THE HYBRID STORAGE LEDGER

Written evidence, not recollection: climate-controlled storage, 12-volt conditioning with the approved charger, the high-voltage charging routine and storage state of charge, regular operating cycles, coolant circulation and system exercise, tyre-pressure management, fuel replacement, fluids and annual servicing despite low mileage, transport records, software and campaign visits. The central paradox of this market: a 300-kilometre car may have suffered more from poor storage than a 15,000-kilometre car suffered from careful use. Stale fuel, dry seals, expired tyres, inactive pumps, charger faults, outdated software, weak twelve volts, unexercised aero, corroded connectors - low mileage is a valuation category, not proof of health.

06 MARKET AND MONEY

Blue-chip hypercar territory - an unusually wide market, divided by the file.

The 918 has moved decisively beyond its list-price era into established blue-chip territory, and recent public evidence shows how wide the market runs: CHF 1,418,125 for a standard car at Broad Arrow Zurich in 2025; US\$2.315 million at Broad Arrow Amelia in 2025; US\$2.7 million for a sub-400-mile standard car at RM Sotheby's Monterey in 2025; US\$2.975 million at Broad Arrow Amelia in 2026. The spread is driven by exactly the axes this paper documents - Weissach, mileage, colour and livery, provenance, market specification, service recency, original accessories, and the battery and storage file - with American auction results often producing stronger headlines than continental European transactions, so currency and tax context matter.

The trajectory has been strongly positive since the market began treating the Holy Trinity as a defined collector category, and the supports are unusually strong: 918 numbered cars, trinity status, Porsche's first plug-in halo, the naturally aspirated V8, electric all-wheel drive, the sub-seven-minute significance, genuine usability and a proven technological legacy. The risks are equally clear - complex hybrid maintenance, dependence on Porsche's support infrastructure, battery ageing, extremely expensive carbon and model-specific components, and a production number large enough that specification separates cars materially. The future market will not rise uniformly: it will divide into Weissach cars with complete files, documented standard drivers, delivery-mileage cars of uncertain mechanical condition, and cars with battery, campaign or provenance gaps - and a delivery-mileage car may command the highest estimate while a properly used, serviced example remains the better ownership proposition.

918 SPYDER - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

Standard 918 Spyder	Driven but fully documented €1.5-1.9 million · strong low-mileage car €1.9-2.4 million · exceptional specification or provenance €2.4-2.8 million+
Weissach Package	Used, documented €2.0-2.5 million · low-mileage, strong specification €2.5-3.1 million · exceptional livery, provenance or delivery mileage €3.1 million+
Recent public results	CHF 1,418,125 (Zurich 2025, standard) · US\$2.315M (Amelia 2025) · US\$2.7M (Monterey 2025, sub-400 miles) · US\$2.975M (Amelia 2026)

(Broad frameworks, not fixed transaction values; US auction headlines often exceed continental European transactions - currency, taxes and market specification move individual results materially.)

RUNNING COSTS - EUROPEAN OWNERSHIP (PLANNING BANDS)

Annual service	€4,000-8,000
Larger scheduled service	€8,000-15,000+
Ten-year major maintenance	Potentially €20,000-40,000+ depending on scope - tyres, TPMS, plugs, coils, fluids, filters and age items
Tyres and TPMS	€4,000-6,000
Brakes	PCCB replacement potentially €25,000-40,000+
Batteries	12-volt lithium battery several thousand euros, model-specific · high-voltage replacement: no responsible universal figure - potentially very substantial
Hybrid systems	Diagnostic assessment facility-dependent · charger or charging-system work component-dependent · cooling pumps and valves potentially several thousand euros
Composite and wheels	Carbon repair usually five figures - structural work materially higher · magnesium-wheel repair or replacement potentially five figures
Logistics and custody	Transport to a qualified facility a material ownership cost · agreed-value insurance individually underwritten

(Planning figures where responsible figures exist - public cost data are limited and this paper avoids false precision. Five-year reserve for a sorted car: light collector use €25,000-45,000 · regular road use €40,000-70,000 · one significant cooling, electronic or active-system event potentially above €75,000 - high-voltage battery events and carbon-structure repairs sit outside normal planning bands.)

07 THE BUYING PROTOCOL

The archive before the car, a facility before a price - and every mode exercised.

Level One - the archive before the car. Numbered identity; complete ownership chain; original invoice and factory build sheet; Weissach status and livery documentation; charger, cables, adapters and cases; roof panels and bags; keys, manuals, serialised delivery materials and build photographs where supplied; service invoices; the VIN campaign record; the storage ledger and battery-conditioning history. Then the car, genuinely cold: start, all drive modes, charging demonstrated, EV operation, front-motor engagement, hybrid warnings, brake blending, PDK behaviour, lift system, active aero, body and carbon, tyres and PCCB, the roof system.

Level Two - the specialist PPI. At a Porsche 918-capable facility: full PIWIS scan; the high-voltage battery state-of-health report with cell-balance and isolation testing; 12-volt assessment; charger functional test and charging-port inspection; hybrid cooling-system test at temperature; combustion-engine assessment with oil analysis where appropriate; PDK and clutch adaptations; front and rear electric-motor diagnostics; active-aero function test; rear-steering calibration; PCCB measurement; carbon-monocoque inspection; paint-depth survey; underbody inspection; VIN campaign confirmation; software status; option and Weissach verification.

Level Three - walk away. No proper battery report. Unresolved high-voltage warnings. Incomplete campaign history. Non-original or missing charger equipment. Unclear battery replacement or repair history. Long static ownership without a storage ledger. Non-functioning hybrid cooling. Unexplained EV-mode failure. Drivetrain or brake-blending faults. Undocumented carbon repair. Missing Weissach components. Accident history without Porsche-level documentation. Seller resistance to a qualified 918 inspection. The standing rule holds at every price in this library: the buyer who cannot walk away has already overpaid.

THE ENERGY RULE

The 918 stores its condition in two places: the battery and the file. Both must hold a charge. The corollary is the buying line of this paper - buy the battery report, verify the Weissach build sheet, and treat low mileage as a question, not an answer. And the market line completes it: the hybrid system created the 918's significance; the storage ledger preserves it. That distinguishes this car precisely within its own trinity and marque - from the Carrera GT, where clutch, chassis and driver skill will dominate the next paper; from the P1, where the battery ecosystem rules; and from the modern hybrid 911s, where warranty runway remains the rational framework. The rule joins the Porsche ladder as its tenth law.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Custodianship of an energy system - priced by exercise, protected by documentation.

The scenarios model a well-bought standard 918 at around €1.8 million with a current battery report, complete campaign history, full charger set and a written storage ledger, driven 2,000-5,000 km per year and serviced annually regardless of mileage.

The economics are custodianship at hypercar amplitude: the routine calendar is expensive but predictable, the ten-year age-based programme - tyres, TPMS, plugs, coils, fluids, filters - arrives regardless of use, and the meaningful variance lives in the systems that stillness damages: cooling circuits, seals, the 12-volt battery, the charger, the software. Exercise is maintenance on this car - regular operating cycles, the battery conditioned, the aero and modes run under load - which is why the driver's example with 15,000 documented kilometres so often outcondition the delivery-mileage trophy. The Weissach premium buys lightness and identity, not immunity: its magnesium and carbon raise the cost of every careless kilometre, and its market strength depends on the same file as every other 918.

OWNERSHIP SCENARIOS - WELL-BOUGHT STANDARD 918 (PLANNING BANDS)

Year 1	€8,000-20,000: 918-capable PPI with battery report, annual or larger scheduled service, recommissioning items on stored cars, storage and insurance established
Years 1-3	€18,000-40,000 cumulative: annual services, one tyre set by age, software and campaign visits, one cooling or low-voltage item on stored cars
Years 1-5	€25,000-45,000 light collector use · €40,000-70,000 regular road use · one significant cooling, electronic or active-system event potentially above €75,000

(Assumption-based planning bands excluding storage-facility and insurance premiums; high-voltage battery events and carbon-structure repairs sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No catastrophic pattern in engine or hybrid - the campaigns were monitoring, not crisis; the real threats are stillness, neglected conditioning and infrastructure distance
Maintenance costs	□□□□	Hypercar amplitude with hybrid depth: age-based programmes regardless of mileage, Level 2 facilities, transport logistics - and no responsible figure for the largest risk
Parts availability	□□□□	Porsche support endures but narrows to qualified facilities; model-specific components, magnesium wheels and composite work are slow and expensive
Investment potential	□□□□	918 numbered cars, Holy Trinity status and a validated technological legacy - the strongest structural case in the modern Porsche canon, graded by the file

MARQUE BUYING SCORE - PORSCHE 918 SPYDER

Category	Standard, documented	Weissach, complete file	Delivery-mileage car
Reliability	8.5 / 10	8.5 / 10	6.5 / 10
Driving experience	10 / 10	10 / 10	10 / 10
Ownership cost	3 / 10	3 / 10	2.5 / 10
Parts availability	5.5 / 10	5 / 10	5 / 10
Long-term collectability	9 / 10	9.5 / 10	9 / 10
Investment potential	8.5 / 10	9.5 / 10	8 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The delivery-mileage column prices the storage paradox - unexercised systems and open recommissioning questions - not the odometer itself.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Porsche factory documentation and Newsroom history (918 cars officially, final example June 2015; 887 PS system output from the 608 PS RS Spyder-derived V8 and 286 PS of electric drive; the ~6.8 kWh traction battery with up to 230 kW of specific power; the 6:57 Nordschleife lap of September 2013 as the first production road car under seven minutes; the Weissach Package's ~40 kg saving; the 918 as a stated technological foundation for later Porsche sports cars; Service Level 2 requirements in official campaign documents), official recall documentation (2014 rear control-arm recall, 2015 wiring-harness inspection, further limited chassis and telematics campaigns), factory technical documentation for the 12-volt lithium battery's charging requirements, specialist and owner-community documentation for the fault map and cost framework - stated without false precision where public data are limited - and public auction evidence (Broad Arrow Zurich 2025 CHF 1,418,125; Amelia 2025 US\$2.315M; RM Sotheby's Monterey 2025 US\$2.7M with its documented ten-year service; Amelia 2026 US\$2.975M) with global frameworks, mid-2026. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The laboratory that became a legacy - and the file that keeps it alive.

A decade after the last car left Zuffenhausen, the 918 has won both of its arguments. As engineering, it proved that hybrid complexity could serve driving rather than dilute it - and everything Porsche has electrified since stands as its evidence. As a collectable, it holds the strongest structural position in the modern Porsche canon: genuinely numbered, historically pivotal, mechanically glorious and still usable in a way its trinity rivals struggle to match. What the market has learned - and what this paper codifies - is that the 918's condition cannot be read from an odometer. It lives in a battery whose health only diagnostics reveal, in campaigns only a VIN printout confirms, in cooling circuits only temperature exposes, and in a storage ledger that separates preserved cars from merely parked ones. The Weissach Package sharpens the top of the market; the file decides everything beneath it. Between the analogue Carrera GT before it and the hybrid 911s after it, the 918 remains the hinge of Porsche's modern history - the car where the marque bet its future on electrification and drove away vindicated at 6:57.

The buyer's task: assemble the archive before viewing the car, demand the battery report as the compression test it is, verify every campaign by VIN, test the charger and the twelve volts as seriously as the V8, exercise every mode under diagnostics, read the carbon with specialist eyes, price the Weissach claim against its build sheet - and treat low mileage as a question, not an answer. Do that, and the 918 offers what almost nothing else can: a numbered piece of the hybrid era's founding moment that still starts, charges and devours a mountain road exactly as Weissach intended.

WHO SHOULD BUY THIS CAR

Ideal collector buyer: the custodian of Paper 45's school - archive-led, storage-disciplined - buying a Weissach car with livery, low mileage, complete accessories and a documented conditioning history. Ideal driver buyer: the owner who wants the trinity's most usable member - a standard car with 5,000-20,000 km, current battery reports, a fresh ten-year service and no static gaps - and who will keep exercising it. Ideal value buyer: the one who prices a correctly bought, exceptionally documented standard car above a mediocre Weissach example carrying a package premium.

Less suitable: the trophy buyer of delivery-mileage cars without recommissioning budgets - stillness has failure modes this platform multiplies; the owner far from qualified 918 infrastructure who has not priced the transport; and anyone who believes a full charge on the dashboard is a battery report.

BOTTOM LINE

One car, 918 examples, 2013-2015: 887 PS, a 9,000-rpm racing V8 plus two electric motors, the first production road car under seven minutes at the Nordschleife - €1.5 million driven to €3.1 million+ exceptional Weissach. No engine crisis, no hybrid epidemic: the risks are stillness, infrastructure and documentation. Buy the battery report, the campaign printout and the storage ledger before the mileage; verify Weissach on the build sheet; and remember the paradox that rules this market - low mileage is a valuation category, not proof of health. The battery and the file: both must hold a charge.

ONE-SENTENCE VERDICT

The 918 stores its condition in the battery and the file - buy the report, the campaigns and the storage ledger before the mileage.

SOURCES

Porsche factory documentation and Newsroom history (production officially limited to 918 cars, final example completed June 2015 at Zuffenhausen; 4.6-litre RS Spyder-derived V8 at 608 PS and ~9,000 rpm; 286 PS of electric drive across two motors with the independent front axle; 887 PS system output, ~2.6 seconds, ~345 km/h; the ~6.8 kWh traction battery supplying up to 230 kW; the 6:57 Nordschleife lap of September 2013 - the first production road car under seven minutes on the then-used configuration; the Weissach Package at roughly 40 kg with DIN weight from ~1,674 to ~1,634 kg; Porsche's own description of the 918 as a technological foundation for later sports cars; Service Level 2 facility requirements in official campaign documents); official recall documentation for the 2014 rear control-arm campaign, the 2015 wiring-harness routing inspection and subsequent limited chassis and telematics campaigns, verified by VIN; factory technical documentation for the 12-volt lithium-ion battery's specific charging requirements; specialist and owner-community documentation for the fault map, maintenance framework and cost bands in Sections 05-08, stated without false precision where public data are limited; and public auction evidence - Broad Arrow Zurich 2025 (CHF 1,418,125), Broad Arrow Amelia 2025 (US\$2.315M), RM Sotheby's Monterey 2025 (US\$2.7M, sub-400 miles, with its documented factory ten-year service), Broad Arrow Amelia 2026 (US\$2.975M) - with global market frameworks, mid-2026. Estimates are stated as estimates, and uncertainty as uncertainty, throughout.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). This paper is research-led throughout, built on the disclosed perspective established in Paper 36. It is research and commentary, not investment advice; vehicle values fluctuate, and any purchase decision is the reader's own.