

Дружел





N U L L A T E N A C I



I N V I A E S T V I A



SPYKER C8 AILERON (CHASSIS NUMBER 0250)

Heritage Design
Craftsmanship
Performance
Exclusivity

Crafted for individuals

When Spyker was founded in 2000 after an absence of 75 years, we adopted the axiom "Nulla tenaci in via est via" - for the tenacious no road is impassable -. This axiom was first introduced in 1914 when Spyker merged with the Dutch Aircraft Factory N.V. On that occasion Spyker introduced its new logo as we use it today, consisting of an aircraft propeller and a wire wheel.

The axiom has held true for Spyker ever since its introduction in 1914 and in particular since 2000. Getting to the point where we are today has been a massive undertaking, but so rewarding. Nine years into a our young history and we introduce our second generation car: the Spyker C8 Aileron.

The Spyker C8 Aileron's design is heavily inspired by Spyker's aviation heritage, as was the case with all previous models, but with a clear emphasis on the second generation aircraft propulsion: the turbine rather than the propeller that adorned so many elements of the first generation cars. Similarly the "Aileron" name pays tribute to that aviation heritage, it is the device that makes an aircraft turn and symbolises the turning point that the Aileron is for Spyker.

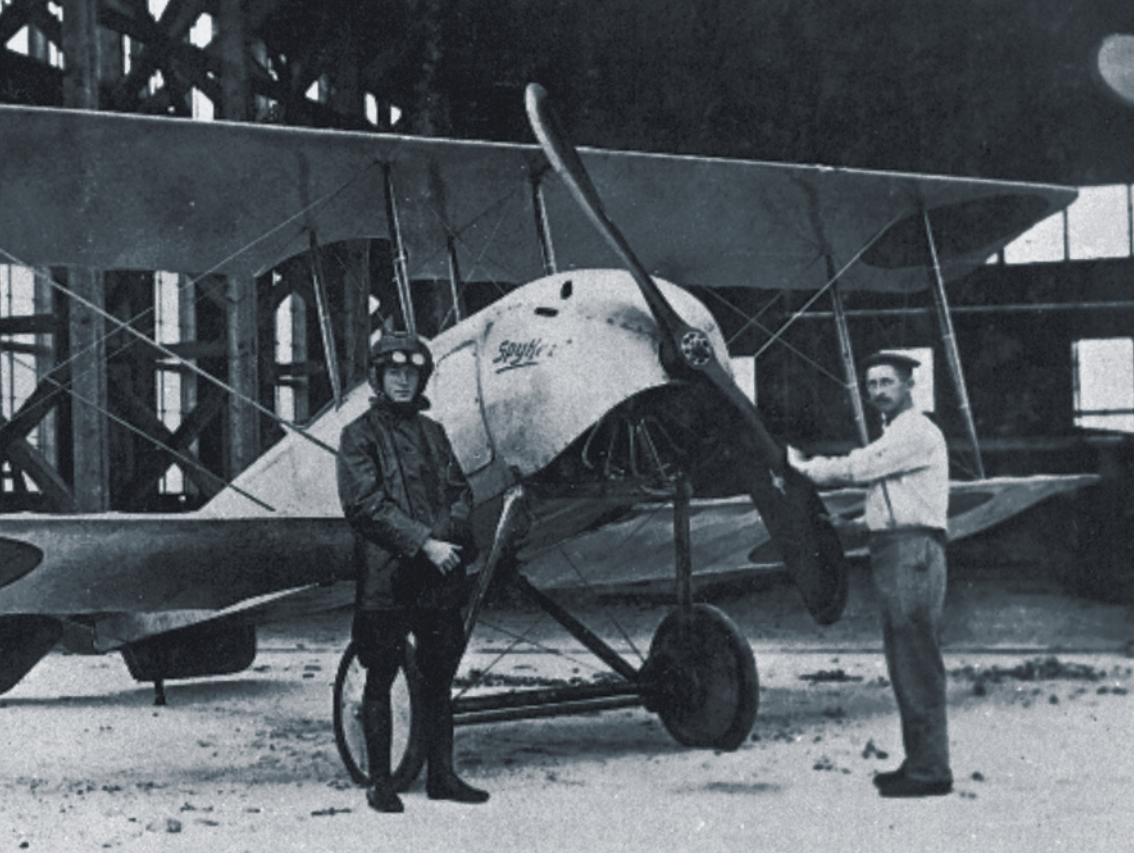
Spyker has built a reputation for itself in the past 9 years for its engineering perfection, its unique design and its craftsmanship. Handcrafted in the same tradition as the earlier Spykers by the best craftsmen of our time, using bespoke materials only. Built with passion for the most passionate drivers for those discerning connoisseurs, who do not just buy a car but have one built for them to their exacting specifications.

Spykers benefit from the experience gained in the international race arena, where we enter our cars in GT class events such as the 24 Hours of Le Mans, the ultimate endurance race challenge. Spykers are the ultimate statement of individuality. They are crafted by individuals for individuals: our discerning clients who appreciate that craftsmanship and attention to detail. We sincerely hope that you will enjoy the result of years and years of development and engineering and the lasting personal attention that we give to our cars and their proud owners.



Victor R. Muller

Chief Executive Officer and founder



PRIOR TO WORLD WAR I, THE SPYKER VI, THE FIRST FULL IN-HOUSE DESIGN, WITH A THULIN MOTOR

heritage



1907, SPYKER 14/18 HP, SPONSORED BY LOUIS VUITTON, IN MOSCOW ON ITS WAY FROM PEKING TO PARIS



1903, SPYKER 60 HP, THE WORLDS FIRST SIX-CYLINDER FOUR-WHEEL DRIVE CAR

At the dawn of motoring, a Dutch car company was building cars that became a benchmark for their foreign counterparts. Combining technological innovation with a drive for engineering perfection and superb quality, Spyners won gruelling races, set speed records and became known as the most prestigious cars of their time.



1908. SPYKER 30-42 HP TOURER

In 1898, two brothers, Jacobus and Hendrik-Jan Spijker, coach builders in Amsterdam, built their first Benz-engined motor car that won them immediate acclaim for the craftsmanship of their bodywork. In the same year Spijker built the famous golden state coach, still in use today, to commemorate the forthcoming coronation of Queen Wilhelmina. This was the turning point in their business career: from that moment on the Spijker brothers dedicated their company entirely to the manufacture of motor cars. The business name was changed from "Spijker" to "Spyker", for easier recognition in foreign markets.

In 1903 Spyker introduced the extremely advanced 60/80 HP. It was the first car with a six-cylinder engine as well as permanent four-wheel drive and four-wheel brakes. In the same period Spyker introduced its patented 'dust shield chassis,' a chassis fitted with a streamlined under tray that prevented the car from making dust on unpaved roads. It was innovations such as these that characterized the Spyners, which quickly became famous for their quality and the ruggedness of their engineering. The Spyker models, with their characteristic circular radiators, were especially successful in the Dutch East Indies and in Britain, where Spyker became known as 'the Rolls Royce of the continent'.

Spyker's reputation reached further heights when in 1907 a privately entered standard model Spyker 14/18HP Tourer became legendary after

successfully competing in the famous gruelling Peking to Paris Raid, arriving in second place behind Prince Borghese's Italia.

In the period prior to World War I, a worldwide slump in the luxury car market meant that Spyker had to diversify its production, and so it merged with the Dutch Aircraft Factory N.V. in 1914. The company started developing and building aircraft. During the war, Spyker built around 100 fighter aircraft and 200 aircraft engines. In 1914 the company introduced the axiom that is still used today: 'Nulla tenaci invia est via.' 'For the tenacious no road is impassable'. Along with the axiom came a new logo, featuring a wire wheel with a horizontal propeller across.

After the war Spyker resumed its car production. True to its axiom, Spyker continued building record-breaking cars. Most famous of these is the Spyker C4 with a 6-cylinder engine built by the famous German engineer Wilhelm Maybach. It had a double ignition system with Bosch high-tension magneto and battery-coil ignition with two spark plugs per cylinder. The C4 was a powerful, dependable and luxurious car; in 1921, a standard C4 called "Tenax" set a new endurance record, driving continuously for 36 days and covering a distance of not less than 30,000 kilometres. A year later, the famous British driver Selwyn Edge broke the Brookland's Double Twelve speed record, clocking an average speed of 119 km/h.

In 1925, the Spyker Company ceased trading, but its name was never forgotten. Spyker became an icon, a brand name that stands for technologically advanced, exotic and dependable cars. That heritage has been passed on to the new Spyker and its cars.

1907 THE PEKING-TO-PARIS SPYKER 14/18HP



Spyker's design philosophy is that design details should enhance the beauty of the basic shape of a car. Designing a car, however, is more than creating a shape. It is creating a shape with the right proportions.

Spyker's design is prominently inspired by the company's aviation heritage. In the first generation cars the propeller design was consistently applied to many elements of the car. The design of the handcrafted Spyker C8 Aileron represent the latest evolution of Spyker's signature architecture, whereby the emphasis was shifted from the propeller engine to the turbine engine. As a result, for instance the bright polished air inlets of the earlier models were converted into turbine engine shaped air scoops. At Spyker we clearly adhere to "form follows function", which entails that every design element of the car should be purely functional too. Consistency in design is one of the most difficult tasks to achieve when designing a car. Every element should be originating from the same handwriting and be consistent with the overall design.

design











Spitzen









craftsman



ship









The Spyker C8 is an advanced mid-engined two-seat sports car, characterized by lightweight construction and purity of design, with an uncompromising engineering package developed from scratch. The ultra-stiff space frame is manufactured from aluminium sheet and extrusions. The handcrafted body panels are supplied by Coventry Prototype Panels from the U.K. where craftsmanship is still considered an art.

Spyker has chosen to use only the best materials in building the Spyker C8. The material of choice for the construction of the car is aluminium, a complex material that requires handling by highly skilled professionals to get the best out of it, but that gives unparalleled results.

Spyker has put tremendous effort in the space frame of the C8, specifically the structure's efficiency. The utilisation of modern finite element and numerical optimization methods has allowed Spyker's engineers to arrive at an exceptionally stiff structure of 22,000Nm/degree. Rigid-node and load-path technology has been employed in order to ensure that the minimum amount of aluminium is used to achieve this performance, thus reducing the overall weight of the vehicle. The dynamic stiffness characteristics of the structure have been carefully tuned in order to minimize unwanted cabin noises and vibrations, which may otherwise detract from the driving experience. These technologies and measures have allowed Spyker to arrive at the most efficient chassis in its history.

Every Spyker's personality is further enhanced by a number of unusual and eye catching interior features. Most noticeable perhaps on entering the car is the dashboard and instrument panel. The design of the instrumentation is reminiscent of those found in airplanes, reflecting Spykers aviation heritage. Once seated behind the controls, drivers will appreciate the remarkable design of the exposed gearlever so shaped to highlight the unusual shift mechanism that adds to the uniqueness of this motorcar. All Spykers feature keyless entry.



Moreover extra-ordinary elegant 19" Rotorblade™ wheels in magnesium featuring ten turbine fan blades are available as an option.

Luxury and performance are further encapsulated in a number of interior features such as the tasteful incorporation of aluminium design elements as well as the exclusive leather trim. Owners may order every conceivable body colour to their own taste as well as leather to match. Xenon headlights are standard.





Spyker Peking-to-Paris: The Heritage

The Spyker D8 Peking-to-Paris traces its origins back, through three milestone Spyker models, each of which contributed significantly to the company's heritage. This heritage, one of our core brand values, influences the current models heavily. The first source of inspiration for the 4WD D8 Spyker Peking-to-Paris is, of course, the 1903 Spyker 60HP Grand Prix car: the world's first six-cylinder four-wheel drive car. The second source of inspiration for the D8 Peking-to-Paris is Spyker's unique aviation heritage which created the first Spyker car after the Great War in 1919: the Spyker 'Aerocoque' with a fuselage style body and a remarkable fin tail. This model was the first Spyker to see the introduction of aircraft technology and design in Spyker road cars. The Aerocoque's fin tail led to the functional roof fin on the D8 Peking-to-Paris as well as the aircraft inspired interior with the triple gauges and central B-pillar, CNC machined from a solid billet of aluminium. The final historical reference for the D8 Peking-to-Paris was its namesake from the Peking to Paris Raid. When in 1907 the French newspaper "Le Matin" organised a rally from a city everyone knew, but no car had ever been to - Peking - a Spyker 14/18 HP Tourer was entered right away by a Frenchman called Goddard. It was to become the most gruelling rally of all times, which took a tremendous toll on the participants: an unprecedented challenge for man and machine.

After more than two months Goddard and his Spyker arrived in Paris, having crossed territory where for the most part no car had ever dared to go. To pay tribute to his tremendous achievement, Spyker decided to name its first off-the-road car after the Peking-to-Paris raid, in which it proved its durability and quality like never before nor after. The pioneering spirit it embodied is also found in the Spyker D8 Peking-to-Paris: it enters an entirely new market segment, that of the Super Sports Utility Vehicle, a segment that is currently uncharted.







The Spyker Peking-to-Paris

An entire generation of customers, used to driving super sports cars, is facing an interesting challenge: matching their desire to continue enjoying driving sensations of a super sports car with the reality of their exacting family life. Longing for super sports car excitement, for cars that tantalize all of their senses, for cars that combine exceptional performance with exotic looks. Cars built with passion, cars with soul. Exquisite pieces of car jewellery. Such a car now exists: a relatively light weight 1850 kgs SSUV which performs like a super sports car but offers four or five comfortable seats, easy access through four coach doors and a spacious luggage compartment.

The Spyker D8 Peking-to-Paris is an all aluminium, permanent four-wheel drive super sports utility vehicle. The rear doors are rear-hinged coach doors. It is powered by the 6.2 litre, 8 cylinder, 550 bhp V8 engine and accelerates from 0-100 KM (0-60 MPH) in 4.8 seconds. The six-speed automatic transmission features a multifunctional steering wheel with F1 style shift paddles, a triple dashboard designed in the style of an airplane cockpit and a sumptuous interior. The vehicle has an all aluminium body fitted to an aluminium space frame and sits on 24" Rotorblade™ wheels. It has a length of 5.05 m, a width of 2.0 m excluding mirrors, a minimum height of 1.68 m and a maximum height of 1.77 m. The fuel tank capacity is 100 litres (22 gallons). Top speed is 295 km/h (185 mph). The car is custom-hand built using only the best materials available.





Because the main design principle of the Spyker C8 is that the shape of the car should always follow function, every part of the car, every detail must be genuine and have a proper use.

Every engineering detail reveals that the Spyker C8 is in effect a road-going race car. The streamlined floor section of the car creates the down force that keeps the car hugged to the ground at even the highest speed levels. The visible body details that help provide this ground effect are the splitter plate at the front and the diffuser at the rear, which is beautifully integrated in the rear body section.

performan

ce





One of Spyker's many sporting successes in the early years of the last century was breaking the Double Twelve record. In the hands of the then popular race driver Selwyn F. Edge, a long time factory racer for Napier, a Spyker broke that 24-hours endurance record at Brookland's racetrack in the UK. Edge intended to beat his 1907 record in a Napier racer by using a standard production car: A 1922 Spyker C4 with 6-cylinder Maybach engine.

The record attempt was aimed at proving that by 1922 standard production cars could break records, which formerly could only be achieved by race cars. As the Brookland race track could only be used during the daytime in those days, the 24-hours record was spread over two days, hence the Double Twelve record name. On 19 and 20 July 1922, Edge achieved an averaged speed of 119 km/h (72 mph) and put 1782 miles and 1006 yards on the clock (2860 km), thus beating his 15-year old record massively.

This formidable performance was the inspiration to create Spyker's contemporary endurance racer, the Spyker C8 Laviolette GT2R. Some 80 years later, Spyker again proves that its standard production cars are capable of sporting successes: the Spyker C8 Laviolette GT2R is basically identical to the standard road car.

The Spyker C8 models have fully enclosed undersides, which generates considerable ground effect. Since most race rules prohibit ground effect on GT class race cars the underside of the endurance race model, the Spyker C8 Laviolette GT2R, is entirely flat with no venturiers or diffusers. Instead the GT2R model has a fully adjustable rear wing.



JULY 20, 1922: S.F. EDGE BREAKS THE DOUBLE12 RECORD AT BROOKLAND IN HIS STANDARD SPYKER C4



Spyker and Formula One

In September 2006, during the Grand Prix of Italy, Spyker Cars N.V. announced the acquisition of Midland F1 Racing Limited, based in Silverstone, UK. The team was renamed Spyker F1 Team and competed in the FIA Formula One World Championship in 2007. Spyker's entry in the world of Formula One was a milestone in the history of Spyker, 103 years after the creation of its first Gran Prix car, the Spyker 60-80 HP 4WD racer.

The entry into the Formula One arena, one of the world's largest spectator sports, was an unparalleled way to both underline Spyker's commitment to racing and to benefit from a massive increase in brand awareness around the globe. Moreover Formula One racing transmitted values which are in line with Spyker's own brand values: heritage, design, craftsmanship, performance and exclusivity.

Unfortunately, in October 2007, after its first racing season, Spyker's experience in this most demanding area within the motor sports arena came to an end. From its brief but intense excursion into the world of Formula One, Spyker gained important know-how and expertise, which will be applied to its core activities – the manufacturing of high end sports cars and improving its GT2 racing performance.



exclusivity



SPYKER C8 SPYDER (CHASSIS NUMBER 093) WALT DISNEY CONCERT HALL LOS ANGELES, CA, USA

The resources to handcraft our cars are very limited and as a result Spykers will never be mass produced. Hence, exclusivity is warranted and owners will experience that wherever they drive or park their cars, making heads turn wherever they go.

By acquiring a Spyker, the owner becomes a member of a very exclusive group of car enthusiasts who share the passion for performance and craftsmanship, who cherish the quality of their car, the fact that it is hand-built for them and no one else. Now that some 200 cars are on the road worldwide, the factory will start organising Spyker Owner events in the United States and Europe in 2009 and as of 2010 in other regions as well.

Further exclusivity can be found in the special Spyker options such as a Limited Edition Chronoswiss Spyker watch range (both in stainless steel and platinum) and the Chronoswiss dashboard instrumentation. Customers may even order a five piece Louis Vuitton luggage set exclusively made for their Spyker by this famous French brand that sponsored Spyker in 1907 on the occasion of the gruelling Peking-to-Paris Raid. This must be one of the first known cases of sport sponsoring, if not the very first one.

Finally, Spyker has teamed up with one of the leading manufacturers of high-end sound systems, Kharma International of The Netherlands. Every Spyker C8 Aileron will be equipped with a sound system of unprecedented quality.



Chronoswiss Spyker





FIVE PIECE LOUIS VUITTON LUGGAGE SET EXCLUSIVELY MADE TO FIT THE SPYKER TRUNK









A Spyker is crafted for individuals. For the most passionate of car enthusiasts who not only want to buy the best car they can get, but who want to have their car built for them, to their individual specifications. This is why Spyker offers an almost infinite number of options on its cars. And this is why every owner can personalize his Spyker in any way he wants. And this is why every owner of a Spyker is personally involved in the building process of his car.

After ordering a Spyker, the identity of the car - its chassis number - and that of its owner becomes inseparable. The owner is provided with a personalized web page, which contains every important piece of information on the car. The car's buildsheet is updated every time work is done to the car so that the owner can keep track of the building process and maintenance history of his car. Via his personal web pages the owner can even follow the building process of his car with a web cam as it is assembled in the Spyker factory. This level of involvement is unique in today's car industry. We are proud to build a desirable, exciting car like the Spyker.

We are just as proud of the people who buy them; after all, no road is impassable for the tenacious.



SPYKER C8 SPYDER (CHASSIS NUMBER 107) PEBBLE BEACH, CA, USA, AUGUST 20, 2006.







Spyker C8 Spyder SWB

Engine	V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Max. revolutions	7200 rpm

Sizes and weights

KERB weight	1250 kg (2750 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1880 mm (74")
Height	1080 mm (42")
Fuel tank capacity	75 litre (16,5 gallons)

Performance

Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 seconds (0-60 mph in 4.5 seconds)

Spyker C8 Laviolette SWB

Engine	V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Max. revolutions	7200 rpm

Sizes and weights

KERB weight	1275 kg (2805 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1880 mm (74")
Height	1245 mm (49")
Fuel tank capacity	75 litre (16,5 gallons)

Performance

Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 seconds (0-60 mph in 4.5 seconds)

Spyker C8 Laviolette GT2R

Engine	V8
Capacity	3799 cc
Power	354 kW (475 hp)
Torque	420 Nm
Max. revolutions	8500 rpm

Sizes and weights

KERB weight	1125 kg (2435 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1920 mm (75,7")
Height	1110 mm (43,7")
Fuel tank capacity	100 litre (22 gallons)

Performance

Top speed	305 km/h (191 mph)
Acceleration	0-100 km/h in 3.8 seconds (0-60 mph in 3.8 seconds)

Spyker C8 Laviolette LM85

Engine	V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Max. revolutions	7200 rpm

Sizes and weights

KERB weight	1275 kg (2805 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1880 mm (74")
Height	1245 mm (49")
Fuel tank capacity	75 litre (16,5 gallons)

Performance

Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 sec. (0-60 mph in 4.5 sec)



Spyker C8 Aileron

Engine	V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Max. revolutions	7200 rpm

Sizes and weights

KERB weight	1425 kg (3142 lbs)
Wheelbase	2727 mm (107")
Front track	1625 mm (64")
Rear track	1645 mm (65")
Length	4617 mm (182")
Width (ex mirrors)	1972 mm (77")
Height	1270 mm (50")
Fuel tank capacity	57 litre (15 gallons)

Performance

Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h (0-60 mph) in 4.5 seconds

Spyker Peking-to-Paris

Engine	Super Charged V8
Capacity	6162 cc
Power	415 kW (556 hp)
Torque	747 Nm
Max. revolutions	6500 rpm

Sizes and weights

KERB weight	1850 kg (4079 lbs)
Wheelbase	3055 mm (120.3")
Front track	1719 mm (67.68")
Rear track	1800 mm (70.87")
Length	5213 mm (205.2")
Width (ex mirrors)	2013 mm (79.25")
Height	1686 mm (66.38")
Fuel tank capacity	100 litre (26.42 gallons)

Performance

Top speed	285 km/h (177.1 mph)
Acceleration	0-100 km/h (0-60 mph) in < 5 seconds

All aluminium hand built, mid-engined sports car with aerodynamic ground effect and electrically operated single hinge tilting doors. Interior trimmed in Hulshof leather. Luggage compartment in front and rear, including two made-to-measure Hulshof leather suitcases. Fuel tanks integrated in left and right inner chassis members.

Engine Design

All aluminium Audi V8 engine with 90-degree block angle. Natural aspiration through eight injection throttle bodies. Four overhead camshafts and five valves per cylinder.

Stainless steel 4-into-1 high performance exhausts on either side of the engine.

Transmission

Manual six-speed Getrag gearbox without electronic intervention. Rear wheel drive. Drexler limited slip differential. ABS . Optional ZF automatic six-speed gearbox.

Chassis and suspension

Aluminum space frame clad with aluminium panels carries fully adjustable F1-style independent suspension in stainless steel, with Koni in-board shock absorbers. Uprights CNC machined from solid billets of aluminum.

Brake system

AP Racing twin-circuit brake system with adjustable brake balance. 6-piston aluminium brake callipers at the front, 4-piston aluminium brake calipers at the rear with ventilated brake discs. Brake disc diameter, front and rear, 356/330 mm.

Wheels and tires

Forged ATS alloy rims with central locknuts

Front tires, 225/40ZR 18 (Dunlop Sport)

Rear tires, 255/35ZR 18 (Dunlop Sport)

Magnesium Spyker 19" Rotorblade™ wheels are optional





SPYKER CARS N.V.

Spyker is a public company traded at Euronext Amsterdam tickersymbol SPYKR.

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