



MEDIA INFORMATION

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SPYKER C8 AILERON: THE NEXT GENERATION LUXURY SUPERCAR

All-new, long wheelbase models continue heritage of performance, craftsmanship and exclusivity

The all-new Spyker C8 Aileron marks the next step in Spyker's evolution. Initially unveiled as a concept at the 2009 Geneva International Motor Show, series production is ramping up at a purpose-built facility – operated by world-class specialist coachbuilder, CPP – in Coventry, UK. Customer deliveries begin in April and the order book stretches twelve months ahead.

Inspired by the company's aviation heritage, Spyker's second-generation sports car features cues from second-generation aircraft propulsion, highlighting the turbine blade, rather than the propeller which adorned many elements of Spyker's first generation, short wheelbase cars.

With sleek aerodynamics, a long GT wheelbase, luxurious and spacious cabin and world-class ZF six-speed automatic transmission, the new C8 Aileron broadens the appeal of the Spyker brand while maintaining the marque's exclusivity.

Second-generation design exploits advanced computer aids

The design of the hand-crafted Spyker C8 Aileron represents the latest evolution of Spyker's signature styling, which is heavily inspired by the company's aviation heritage. In the first-generation cars, the propeller design was consistently applied to many elements of the vehicles. With the design of the new Spyker C8 Aileron, the emphasis is shifted from propeller propulsion to turbine propulsion. As a result, detailing on the car, such as the bright polished air inlets, are turbine-engine-shaped air scoops.

The C8 Aileron's beautiful lines are complemented by minimal 'shut' lines and an uncompromised design made possible by the use of superformed aluminium body panels. The superforming process heats aluminium to 500 degrees Celsius and then vacuum forms the metal onto an inverted mould over a 30 minute period. Additionally, there are no breaks along the entire path of the door ring seals, guaranteeing maximum integrity against the elements.



At the front, the style of the C8 Aileron's headlights is particularly eye-catching as they flow seamlessly from the body design. This characteristic styling can be defined as a part of the next generation Spyker identity, first seen on the Spyker C12 Laturbie prototype and subsequently in the Spyker D8 Peking-to-Paris prototype.

Latest-generation LEDs are used for the front and rear turn indicators and the sidelights within the sharply-styled headlight units.

Styling and functionality are harmonised in several characteristics of the car. The cockpit canopy, for example, is extended rearwards to optimise the aerodynamic performance of the car. Most of the shark-like gills of the C8 Aileron's predecessors have been abandoned, which results in a cleaner, smoother appearance. The front end is characterised by a large grille that has spectacular visual impact and also allows maximum flow of cooling air. The rear diffuser is crucial to the car's stability at speed, with a spoiler placed under the diffuser, providing additional downforce to boost the ground effect forces produced by the under-car airflow and the diffuser.

V8 powertrain and automatic drivetrain

The Spyker C8 Aileron's performance is visceral, vibrant and alive. Power comes from a naturally aspirated Audi 4.2-litre V8 petrol engine. This power unit features a 90-degree angle block, 40 valves (five valves-per-cylinder, three intake and two exhaust), and variable valve timing.

Highly responsive, the V8 generates 400 ps at 6,800 rpm and an immense wave of torque (480 Nm at just 3,500 rpm), to ensure thrilling drivability.

Strong torque, high power, sleek aerodynamics, modest car weight and an excellent power-to-weight ratio all result in sensational acceleration: 0-to-100 kph in 4.5 seconds and a top speed of 300 kph.

As standard, the engine is fitted with a long-life stainless steel exhaust system tuned to put the driver 'truly in touch with their senses'. This system uses noise-dampening reed valves to create a quieter drive below 3,500 rpm. The valves naturally open as engine speed rises above this figure, allowing the exhaust gases to travel straight out of the tailpipes to improve exhaust flow, performance and depth of sound. An optional 'Sport mode exhaust system' can be fitted, allowing the driver to manually overrule the valves, for a sportier sound throughout the entire engine rev range.



Marking a 'first' for Spyker, the C8 Aileron's engine is mated to an automatic transmission that provides seamless, yet instant, progression through the gears. The highly regarded six-speed ZF gearbox features a regular torque converter and offers drivers a choice of fully automatic or clutch-less sequential manual gear shifting using the standard paddle shifts mounted behind the steering wheel.

The transmission selection operation retains Spyker's trademark exposed gear change mechanism that provides a sense of occasion and proves that aesthetics and function go hand-in-hand.

The aluminium paddle shift controls are substantive and easy to reach. They do not rotate with the steering wheel, allowing the driver to easily identify the up-shift and down-shift paddles, regardless of the steering wheel's angle.

In line with Spyker's philosophy of delivering an undiluted sportscar driving experience, the drivetrain is not equipped with a limited-slip differential or any other mechanical or electronic aids.

Ultra-stiff, all-aluminium space frame chassis

Spyker's engineering team conceived an all-new all-aluminium space frame structure for the C8 Aileron with the objective of maximised torsional and flexural rigidity. It provides an excellent foundation for the tailor-engineered suspension system.

Spyker allocated huge resources to optimise the performance and efficiency of the spaceframe chassis. Among other results of this attention to detail is the adoption of one-piece side sills that make an important contribution to chassis stiffness. The utilisation of modern finite element analysis and numerical optimisation methods allowed Spyker's engineers to create a new chassis and bodywork style which boasts an exceptional torsional stiffness of 29,500 Nm/degree.

State-of-the-art rigid-node and load-path technology was employed to ensure that the optimal grade and quantity of aluminium is used to achieve this performance, thus minimising the overall weight of the vehicle. The production chassis weighs just 230 kg.

Dynamic stiffness characteristics of the structure have also been carefully tuned in order to minimise unwanted cabin noises and vibrations, which may otherwise detract from the superlative driving experience. These technologies and measures have allowed Spyker to arrive at the most efficient chassis in its history.



All-new suspension and running gear

The C8 Aileron is fitted with a brand-new fully independent double-wishbone suspension system (front and rear). This multi-adjustable suspension system incorporates a new kinematic layout of the front and rear suspension systems.

Stabiliser bars are fitted front and rear, together with mono-tube dampers and coil over damper steel springs integrating the spring with the near-vertical shock absorber.

An optional hydraulic ride height elevation system is available to ensure safe passage over speed humps and steep ramp angles. It raises the ride height by 45 mm.

The suspension components are made of forged aluminium wherever possible to keep the C8 Aileron's unsprung weight to a minimum. This goal is also supported by the use of special lightweight alloy wheels, which weigh just 36% of an equivalent steel wheel, and alloy brake callipers.

As standard, the Aileron is equipped with newly-designed and unique 19-inch 12-spoke alloy wheels. New, high-impact, 12-blade 19-inch directional Rotorblade™ wheels are available as an option. These optional wheels are inspired by the turbine blades of a jet engine, echoing the new styling direction for Spyker, while acknowledging the company's aviation heritage. The C8 Aileron's generously proportioned tyres – 235/35 ZR19 (front) and 295/30 ZR19 (rear) – provide exceptional grip and progressive handling.

A stiff chassis, well balanced weight distribution (45/55 front/rear), and rear wheel drive, ensure that the C8 Aileron possesses excellent steering 'feel'. The speed-sensitive rack and pinion system has hydraulic power assistance and requires 2.75 turns of the steering wheel lock-to-lock.

As appropriate for a supercar with the performance potential of the C8 Aileron, the braking system is immensely powerful. Designed and supplied by AP Racing, a Spyker partner from day one, the system features ventilated and cross-drilled steel discs front and rear for rapid dispersion of heat. Black brake callipers with the Spyker script in silver are fitted as standard. Colour-coded callipers with Spyker script in silver can be ordered as an option.

Hand-crafted cabin with comfort and space aplenty

The Spyker C8 Aileron has been designed to offer ample interior space for 98th percentile occupants, an unequivocally comfortable experience for driver and passenger, and exceptional, but truly unique, ergonomics. As standard, each C8 Aileron is fitted with driver and passenger front airbags.



The interior, with its signature Spyker attention to detail, is made of the highest quality leather. The leather interior is available in 14 standard colours, but a wide variety of other colours – to suit individual customer preferences – can be ordered as an option. Spyker's trademark diamond stitched quilted interior trim finish is available as an option – as are Alcantara® and a duo-tone cabin.

The C8 Aileron's interior amplifies further the signature Spyker aviation theme. The brushed aluminium dashboard is an all-new design aligned paving the way for a new next-generation Spyker identity and also to maximise ergonomics, solid tactility and straightforward functionality. A turned aluminium dashboard, as seen on planes in the 1920s and 1930s, and Chronoswiss dials and switches are available as an option. The air vents are designed in turbine style. Even the Spyker characteristic floor-mounted pedal box is exquisite in its detailing.

A LCD display is integrated between the speedometer and the odometer to show the current selection and status of the in-car entertainment options offered by the standard Kharma sound system accommodated in the centre console.

Exclusive Kharma in-car entertainment

Over the past decade, Spyker customers have clearly indicated a preference for their cars to feature a 'standard' factory-fit sound system and also a desire for their cars to feature iPod and mobile device compatibility.

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.

The standard 'Reference' Kharma sound system, incorporates a FM/AM radio, iPod connectivity and USB inputs. The highly-specified standard system features two high-end Matrix amplifiers with an impressive 300 Watt combined output, two tweeters, two door speakers and two front speakers.

Customers can choose to upgrade to the optional 'Grand Reference' audio package that features three high-end Matrix amplifiers, increases total output to 450 watts, and a double-coiled subwoofer with extended linear excursion.

The presence of a Kharma sound system in the C8 Aileron marks the Dutch ultra-premium audio brand's debut in the world of automotive entertainment.



To operate the Aileron's in-car entertainment systems, a unique EBS head unit gives the driver complete control over all functions – including the Kharma sound system, Bluetooth connectivity and the satellite navigation system, where fitted. The head unit is operated by a bespoke touchpad control panel located on the transmission tunnel, and selections are displayed on the 3.5-inch LCD display screen, integrated into the dashboard.

In keeping with Spyker's brand values, the Human-Machine Interface (HMI) behind the infotainment system has been designed specifically for its application in Aileron.

Spyker C8 Aileron Spyder concept

Scheduled to go into production in 2012, the Spyder concept was first unveiled at the 59th Pebble Beach Concours d'Elegance in California in August 2009, and made its European debut at the Geneva International Motor Show in 2010.

The Spyder concept sports a high-quality, semi-automatic canvas soft-top with integrated glass rear windscreen. The roof operation is electric/hydraulic, secured by one central latch operated manually. Once folded, the soft-top is totally enclosed within the body of the car, ensuring a clean, undisturbed profile.

The roof retracts under an aluminium tonneau, with two buttresses upholstered in quilted leather matching the car's interior and featuring the company's motto 'Nulla Tenaci Invia Est Via': for the tenacious, no road is impassable.

The Spyder concept features a luggage rack, CNC-machined from solid billets of aluminium, mounted immediately behind the roll hoops, on which its wing-shaped aluminium case can be strapped. The case is trimmed in the same quilted leather as the interior and buttresses.

Prices

(All prices quoted are exclusive of local taxes, fees, and delivery charges unless otherwise stated.)

Americas	US\$ 214,990
UK	£ 194,000 on-the-road
Germany	€ 236,215 on-the-road
Europe	€ 198,500
Russia	€ 161,000
Middle East	US\$ 244,990



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