



MEDIA INFORMATION

1 March 2011

SPYKER HISTORY

- 1880 The Spyker company is founded by two Dutch brothers, Hendrik Jan and Jacobus Spijker, who are blacksmiths by profession. At first, the ambitious brothers concentrate on building and maintaining carriages in Hilversum, The Netherlands.
- 1898 The Spijker brothers build their first Benz-engined motorcar with which they win immediate acclaim for the craftsmanship of its bodywork.
- 1901 Spyker regularly competes in reliability and time trials. In 1901 Spyker enters a car in the 'Toer door Nederland'. Instead of starting with the rest of the field in this four-day, 556 km long race, they start 2 days later and win the race in just 23 hours.
Spyker experiences its first major highlight when the opulent "Golden State Coach" is delivered to Queen Wilhelmina of The Netherlands. It is still used for ceremonial Dutch events in the 21st century.
- 1903 The company introduces the Spyker 60HP Grand Prix racer, the world's first six-cylinder four-wheel drive car.
- 1904 The Spyker 60 HP Grand Prix racer competes in the Blackpool speed trials and finishes third.
- 1904 - 1905 The second generation Spykers compete well in the English trials and are awarded for their ability to climb hills and for their attention to detail.
- 1905 The latest cars feature a new round signature grille and four-wheel drive is available on the four-cylinder cars.
- 1906 Spyker competes with a customer's 28 PK in the 'Scottish Reliability Trials'. The company announces: "Our cars are so good that we do not have to prove that in competition."
- 1907 In February, Frenchman M. Goddard enters a Spyker 14/18 PK into the most gruelling race of all time: the Peking to Paris Raid. Six months later, in August, the Spyker finishes second in the 15,000 km monster race.
- 1910 Spyker introduces a new type of engine, a mono-bloc four-cylinder unit with remarkable transverse camshafts, designed by engineer Joseph Lavolette. The 12hp engine has one camshaft placed between the two pairs of cylinders; bigger engines of the era have two, each servicing two cylinders.
- 1914 Spyker merges with Dutch Aircraft Factory N.V. and the company motto becomes: "Nulla Tenaci in via est via": for the tenacious no road is impassable. During the First World War, 100 Spyker fighter planes and 200 aircraft engines are produced.
- 1919 After the First World War a two-seater car, the C1 "Aerocoque", is shown for the



first time. It is intended as a show car but is also produced on a very limited scale. It features extrovert streamlined bodywork inspired by aircraft design.

- 1920 On 27 November, the first 'Spyker 30/40 PK' leaves the factory. The so called 'Tenax' or C4 breaks the Rolls Royce endurance record by 6,000 km. The C4 completes 30,360 km in the Dutch winter weather in just over a month. Over the following years, the standard C4 - not exactly a race car - claims many iconic victories including the La Turbie (Monte Carlo) hill climb.
- 1922 Renowned racing driver Selwyn Edge believes that technology has progressed enough to attempt to break the average speed record set in 1907. He chooses a Spyker C4 fitted with streamlined racing bodywork for the challenge, succeeding by driving at an average of 120kph (74.5 mph) during two 12-hour periods.
- 1925 45 years after it was first formed, the original Spyker Company ceases to exist.

Spyker reborn

- 2000 Seventy-five years after the original company disappeared, the brand is resurrected.
On 17 October, the new Spyker Cars N.V. unveils the Spyker C8 Spyder at the Birmingham Motor Show.
- 2001 The Spyker C8 Laviolette is launched at the Amsterdam Motor Show.
The Spyker C8 Double 12 R is launched at the Frankfurt Motor Show.
- 2002 A street-legal version of the C8 Double 12 R is introduced: the C8 Double 12 S.
- 2004 Spyker makes an initial public offering (IPO) and the company is listed on the Amsterdam Stock Exchange on 27 May.
- 2006 The Spyker C8 Spyder is chosen by the luxury lifestyle magazine, *Robb Report*, as one of its ultimate gift recommendations.
The Spyker D12 (since renamed the D8) Peking-to-Paris, a Super-SUV concept, makes its worldwide debut at the 75th Geneva International Motor Show.
Spyker acquires the Midland Formula One team and competes for a season in the pinnacle of motorsport: FIA Formula One.
- 2008 Victor Muller, CEO of Spyker Cars, and Andrea Zagato, CEO of Zagato, unveil the Spyker C12 Zagato concept at the 77th Geneva International Motor Show.
The C8 Laviolette LM85 makes its debut at the Los Angeles Motor Show in November.
- 2009 The production version of the Spyker C8 Aileron, the second generation Spyker supercar featuring a longer wheelbase than its predecessors, makes its debut at 78th Geneva International Motor Show.
In August, the Spyker C8 Aileron Spyder concept is unveiled at the globally celebrated Pebble Beach Concours D'Elegance in Monterey, California.



- 2010 Manufacture of pre-production models of the Aileron starts at CPP in Coventry, UK, signalling the beginning of the transfer of all production and assembly of Spyker models to the UK.
On 23 February, Spyker Cars N.V. completes the acquisition of Saab Automobile AB from General Motors, just three months after announcing its interest in the Swedish brand.
- 2011 The CPP production facility ramps up series production of the Spyker C8 Aileron.
On 25 February, CPP Global Holdings Ltd signs a Memorandum of Understanding with Spyker Cars N.V. to acquire the Spyker sportscar business.

- Ends -

For further information, please contact:

Spyker press office at PFPR Communications:

Sam Mercer / Tom Housley / Mike Stainton

T: +44 (0) 1622 766 512 / +44 (0) 7739 891040

E: samuel.mercer@pfpr.com / thomas.housley@pfpr.com / mike.stainton@pfpr.com