



**Press release**

## **World debut for the production version of the Spyker C8 Aileron at the Salon International de l'Automobile in Geneva**

**Zeewolde, the Netherlands, 3 March 2009 - Spyker Cars, manufacturer of exclusive premium sports cars since 2000, today proudly introduces the production version of its all-new second-generation sports car: the Spyker C8 Aileron, the prototype of which was shown at Geneva in 2008.**

**Victor R. Muller, Spyker Cars' founder and Chief Executive Officer said on the occasion of the unveiling: "When we unveiled the C8 Aileron prototype here last year, we wanted to make a clear statement to the industry that Spyker was about to take the next step in its short but intense history, by introducing its second-generation sports cars, developed from scratch. Within a year we transformed that prototype into the production-ready car we show here today. The first cars are being built now with customer production and deliveries starting in May 2009.**

**The 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 symbolizes the turning point that the Aileron is for Spyker: the car which will turn the company towards long-awaited profitability."**

### **SPYKER C8 AILERON: A COMPLETELY NEW CAR**

#### All-Aluminium Space frame Chassis

The Spyker C8 Aileron's all-aluminium space frame was completely redesigned from scratch with the objective to increase torsional rigidity and to incorporate an all-new suspension system. These characteristics provide an ideal foundation for enhanced vehicle dynamics.

Moreover, the C8 Aileron's dimensions have been optimised for more interior space and to accommodate the optional automatic gearbox. Compared to the short wheelbase of the first-generation cars - the Spyker C8 Laviolette and C8 Spyder - the wheelbase of the C8 Aileron is 150 mm longer, also providing for more driving comfort and stability at high speeds. Its front track has increased by 155 mm. The total dimensions of the front and rear track are now 1625 mm and 1645 mm respectively, which improves road handling significantly.

Spyker has put tremendous efforts in the space frame performance of the C8 Aileron, 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.



### Design

The design of the hand-crafted Spyker C8 Aileron represents the latest evolution of Spyker's signature architecture, which 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 cars. Within the design of the new Spyker C8 Aileron, the emphasis was shifted from the propeller propulsion to the turbine propulsion. As a result, for instance, the bright polished air inlets were converted into turbine-engine-shaped air scoops.

In order to enhance the aerodynamic performance of the car, several changes in styling were made, such as stretching the canopy backwards. Most of the shark-like gills have been abandoned, which results in a cleaner, smoother appearance. The front end is now characterised by a larger grille that gives additional cooling. Also the rear diffuser was redesigned for improved functionality. An extra spoiler has been placed under the diffuser, providing additional downforce to boost the ground effect produced by the diffuser.

Sometimes practicality gains over design: the split side windows with the characteristic metal frame have been replaced by single-pane side windows that are fully retractable, improving driving comfort.

The outside mirrors, standard in body colour, were redesigned and the mirror body is mounted on two turbine fan blades.

The rear lights are made of LEDs (light-emitting diodes). LED lights were also used for the indicators and the sidelights in the redesigned headlight units. The style of the headlights is particularly eye-catching as they follow the body design more closely. This characteristic styling can be defined as a part of the (future) Spyker identity first seen on the Spyker C12 Laturbie and subsequently in the Spyker D8 Peking-to-Paris. In fact, the latter will use the identical headlight units to those of the Aileron.

The C8 Aileron is available in 16 standard colours, but customers may choose any colour they wish as an option, as well as the Spyker Squadron GT2 colour scheme. The standard colours have been developed by Sikkens Autolakken Nederland and AkzoNobel Car Refinishes. Spyker selected these companies because of their high quality standards and their flexibility to meet with special requirements. Some of the standard colours have been created especially for the C8 Aileron.

### Power train

The Spyker C8 Aileron will use the Audi 4.2 litre V8 engine, giving 400 bhp and will be available with two transmission alternatives. The first one is a 6-speed Getrag manual gearbox, with ratios perfectly matched to the V8 engine. This is joined by a ZF 6-speed automatic gearbox, which comes standard with paddle shifts behind the steering wheel, to progress smoothly through the ratios. Both transmissions retain Spyker's trademark exposed gear change mechanism.

### Interior

Thanks to the longer chassis, the Spyker C8 Aileron has more interior space, which results in a higher comfort level and improved ergonomics. The interior, with its typical attention to detail, is made of the highest quality leather, from the Litano range of the Dutch Royal Tannery Hulshof. The leather interior is available in 14 standard colours, but any other colour – if desired by the customer – can be ordered as an option.

Driver and passenger sit low, close to the car's centre of gravity, where they can feel the car reacting to the input of the driver, for a direct and sporting connection between car and driver.



The dashboard was completely redesigned to suit the new Spyker identity and to improve ergonomics and functionality. Air vents are designed in turbine style and the performance and distribution of the air conditioning was improved significantly. A multifunctional LCD display is integrated between the speedometer and the odometer. The middle console accommodates the standard Kharma sound system (see In-Car Entertainment). Chronoswiss dials and switches are available as an option.

More space was created around the Spyker characteristic floor-mounted pedal box. The impression of professional functionality and ergonomic styling is enhanced by the optimised positioning of the door handle and the hand-brake lever.

#### In-Car Entertainment

With larger numbers of cars going into the market and the increased popularity of the iPod and similar products, the demand for a standard sound system fitted by the factory increased. As a result, every Spyker C8 Aileron will be equipped as standard with a Kharma sound system, incorporating a digital radio, Bluetooth interface, an iPod connectivity and a navigation system. The Kharma sound system offers joystick controls on the central console and a dashboard display, paired to 6 Kharma loudspeakers. It can be extended with two optional audio packages.

The presence of a Kharma sound system in the Spyker C8 Aileron marks Kharma's debut in the world of automotive entertainment. Kharma International produces high-end audio products and sells worldwide through a network of highly qualified distributors and dealers. All sound systems are developed, assembled and tested in the Netherlands, with the utmost care by a team of highly engaged specialists. These characteristics of high-quality products and exclusiveness are in line with Spyker's brand values craftsmanship and exclusivity.

#### Suspension & Wheels

The C8 Aileron is fitted with a brand-new front and rear independent double-wishbone suspension system. The new suspension system includes a new kinematic layout of the front and rear suspension, front and rear stabilizer bars, mono-tube dampers, coil over damper steel springs, anti-dive and anti-squat setup for improved handling properties. The suspension components are made of forged aluminium where possible, to keep the vehicle's unsprung weight as low as possible. Shock absorbers are now placed vertically within the wishbones.

The Aeroblade™ wheels of the first-generation cars are replaced by newly-designed 19-inch alloy wheels. New 10-blade, 19-inch directional rotor wheels, branded Rotorblade™, are available as an option. These wheels are inspired by the turbine blades of a jet engine, which hints the new styling direction while respecting the aviation heritage. The 235/35 size tyres at the front and up to 295/30 at the rear provide the necessary road holding.

#### Brakes

Brakes are supplied by AP Racing, a partner from day one. Black brake calipers with Spyker script are standard. Colour-coded calipers with Spyker script can be ordered as an option. Carbon ceramic brakes will be available as an option soon.



## Technical Specifications Spyker C8 Aileron

### **Body**

Two-seat, two-door body. All-aluminium spaceframe chassis composed of extrusions and folded sheet aluminium. Extruded aluminium side-impact bars and integral rollover bars. Xenon headlights with LED sidelights and indicators. LED taillights.

Weight	: 1425kg	(3142lbs)
Wheelbase	: 2727mm	(107")
Length	: 4617mm	(182")
Width (exc. mirrors)	: 1972mm	(77")
Front track	: 1625mm	(64")
Rear track	: 1645mm	(65")
Height	: 1270mm	(50")
Fuel tank capacity	: 57 litres	(15 US gallons)

### **Engine**

Aluminium 4.2 litre (4163cm<sup>3</sup>) V8 spark-ignition. Mid-mounted engine. Fully stainless steel exhaust system with active bypass valves.

Max power	: 298Kw (400bhp)
Max torque	: 480Nm (354 lb.ft)
Max revolutions	: 7200 Rpm
Acceleration	: 0-100 km/h – 4.5 seconds
Max speed	: 300 km/h (187 mph)

### **Transmission**

Manual: rear mid-mounted 6-speed Getrag manual gearbox.

Automatic: rear mid-mounted 6-speed ZF automatic gearbox with torque converter.

Rear-wheel drive.

### **Suspension**

Front and rear independent forged aluminium double wishbone suspension system, including a new kinematic layout of the front and rear suspension, front and rear stabilizer bars, mono-tube dampers, coil over damper steel springs, anti-dive and anti-squat setup for improved handling properties.

### **Brakes**

Radial-mounted four-piston AP Racing brake calipers. Brake calipers available in various colours with Spyker logo. Anti-lock Braking System (ABS). Electronic Brake Distribution (EBD).

Front: 350mm diameter vented and cross-drilled steel brake discs. Rear: 332 diameter vented and cross-drilled steel brake discs.

### **Wheels and tyres**

Standard: 19" alloy wheels. Optional: 19" directional Rotorblade™ alloy wheels (10-blade design)

Front: 8.5Jx19 inch, rear: 10Jx19 inch

Tyres, front: 235/35 ZR19, rear: 295/30 ZR19

### **Interior**

Full-leather interior by Dutch Royal Tanneries Hulshof. Brushed aluminium dashboard. Turned aluminium dashboard and Chronoswiss dials are optional. Air conditioning. Driver and passenger airbags with passenger airbag deactivation switch.



### **In Car Entertainment**

Kharma Sound System incorporating a digital radio, Bluetooth interface, iPod connectivity and navigation system.

### **Price**

European retail price excl. taxes € 189,990.- (with manual gearbox, excluding options)  
€ 195,990.- (with automatic gearbox, excluding options)

### **Further developments**

The Spyder version of the Spyker C8 Aileron is in final development, and is scheduled for launch at the Pebble Beach Concours d'Elegance in August 2009. It will feature a semi-automatic soft-top roof structure.

### **Spyker C8 Laviolette LM85**

The Spyker C8 Laviolette LM85 is an advanced mid-engine, two-seat sports car. It will be built in a limited edition of 24 units maximum of which the first cars have been delivered to customers. It is characterized by a lightweight all-aluminium body construction and an uncompromising engineering package. The power train of the LM85 is the all-aluminium Audi 4.2-litre V8 engine producing 400 bhp. This is paired to a manual six-speed Getrag gearbox, driving the rear wheels with a Drexler limited slip differential. ABS is standard. The use of aluminium parts and other lightweight materials result in an impressive power-to-weight ratio and underlines the GT2 racing heritage of the car.

Based on the Spyker C8 Laviolette GT2R, the racing characteristics of the LM85 are numerous, such as the all-aluminium chassis, GT2 livery (Burnt Almond Orange with Gun Metal Grey 'S' logo), side mirrors in body colour, a carbon fibre rear spoiler, and GT2 windscreen streamer. Behind the black powder coated alloy wheels, black AP Racing 6 piston brake calipers with AP Racing logo appear. The LM85 can optionally be equipped with Le Mans sticker sets as well as a customised LM85 car cover.

The ample use of black leather and alcantara, which is meant to reduce light reflection during racing, has been finished with orange contrast stitching and characterizes the unique interior of the LM85. The black floor mats are made of fire protective material, finished with orange piping and an embroidered LM85 logo. The dashboard instrument panel is made of turned aluminium. Each car will feature a personalised LM85 serial plaque. On request, Chronoswiss dials and switches can be installed and are virtually identical to the Special Edition Chronoswiss 24Hours Pilot Watch every LM85 owner receives with his car.

The Spyker Chronoswiss 24H Pilot Watch sports an orange crocodile strap. The serial number of the car will be engraved on the case of this exquisite timepiece. Additionally, all LM85 owners are offered an exclusive Spyker VIP Hospitality weekend at the 24H of Le Mans in June 2009, which includes round-trip air transportation to and from the Le Mans racetrack.

### **Spyker C8 Spyder**

The Spyker C8 is an advanced mid-engine, two-seat sports car, available in both coupe (Laviolette) and convertible (Spyder). It is characterized by a distinctive design, a lightweight all-aluminium body construction and an uncompromising engineering package. The Spyker C8 is hand-crafted, using only the finest bespoke material to create a unique automotive statement.

Both the Laviolette and Spyder have an all-aluminium Audi V8 engine producing 400 bhp and generating 354 lbs of torque at 3,400 rpm. The engine is paired to a manual six-speed gearbox, driving the rear wheels with a limited slip differential and ABS. The extremely low kerb weight of only 1275 kgs (2,800lbs) along with the impressive performance delivers a top speed of 300km/h (187 mph) and an acceleration from 0-100 km/hr in a mere 4.5 seconds.



Optional features include a turned aluminium dashboard fascia, elegant 19" Aeroblade™ wheels, quilted leather detailing for the cockpit and Chronoswiss dashboard instruments. Additionally, complete bespoke and unique finishes are available for the experienced connoisseur. Customers may also order a 5 piece Louis Vuitton luggage set exclusively made for Spyker.

### **Spyker Squadron**

In complete defiance to the economic downturn, a record-breaking 82 teams applied to enter a car in the 24 Hours of Le Mans next June, against only 55 places available. Based on previous results, the Le Mans organizing Automobile Club de l'Ouest (ACO) already confirmed 15 entries last January. The remaining 40 positions for the 77th edition of the 24-hour race were presented by the ACO to the teams and international motor sport press last Thursday, in Paris. Spyker Squadron has been invited by the ACO to race again in the GT2 class with one Spyker C8 Laviolette GT2R.

After an earlier announcement this month, where Spyker Squadron revealed its 'Le Mans Series' drivers Dutchman Tom Coronel and Czech Jarek Janis to the press, the team is proud to reveal that Jeroen Bleekemolen has been contracted to join the pair at the 24 Hours of Le Mans and the Le Mans Series races. Spyker has entered one factory Spyker C8 Laviolette GT2R in the Le Mans Series races, of which the first race is planned to be held in April: 1000 km of Catalunya in Spain.

### **Spyker and Swissvax**

Spyker proudly introduces a complete car-care system, of which all products are made by Swissvax. The products are housed in a leather Pilot Briefcase, exclusively made for Spyker. The car-care kit can be ordered as a special addition with every Spyker and will soon be available from our web shop [www.spykercollection.com](http://www.spykercollection.com).

A Spyker is the ultimate statement of individuality. Every Spyker is handcrafted, using bespoke materials only, and as much an individual as its discerning buyer. With this philosophy in mind, Spyker believes that only Swissvax meets Spyker's exacting standards for car-care. Spyker therefore has engaged Swissvax to carefully develop a complete programme around the maintenance of Spyker sports cars: a Spyker "beauty case". The car care kit comes with a special Spyker handbook – a customised user manual that gives a precise description on how to treat Spyker's different types of lacquers, leathers and alloys.

Swissvax – made in Switzerland since 1930 – stands for quality and precision. Each Swissvax container is still blended and poured by hand, as the rare and natural ingredients do not allow industrial production. Swissvax waxes restore valuable oils of the original paint finish and create a glow that goes beyond normal perceptions of 'shiny'.

### **Note for the press, not for publication**

For pictures in high resolution please visit the gallery on our website [www.spykercars.com](http://www.spykercars.com)  
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