



News Release

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NORTH AMERICAN DEBUT FOR THE SPYKER C8 AILERON PRODUCTION VERSION AT THE NEW YORK INTERNATIONAL AUTO SHOW

ZEEWOLDE, Netherlands (April 2nd, 2009) – The production version of the Spyker C8 Aileron sports car makes its North American debut today at the New York International Auto Show at the Jacob Javits Center in New York, marking the next step in Spyker's recent but intense history.

The all-new C8 Aileron, unveiled last month at the Salon International de l'Automobile in Geneva, features design heavily inspired by the company's aviation heritage, much like the Spyker C8 Laviolette and the Spyker C8 Spyder. Spyker's second-generation sports car features cues from second-generation aircraft propulsion, highlighting the turbine rather than the propeller which adorned many elements of Spyker's first generation cars. Similarly, the name "Aileron" also pays tribute to that aviation heritage.

The company, which manufactures exclusive premium sports cars, also announced that hand-crafted production of the Spyker C8 Aileron has already begun, with deliveries to commence in the third quarter.

All-Aluminum 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 designed and supplied by Lotus. These characteristics provide an ideal foundation for enhanced vehicle dynamics.

Moreover, the C8 Aileron's dimensions have been optimized 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, providing more driving comfort and stability at high speeds. Its front track has increased by 6.1 inches (155 mm). The total dimensions of the front and rear track are now 63.98 inches (1625 mm) and 64.76 inches (1645 mm) respectively, which improves road handling significantly.

Spyker has put tremendous effort in the space frame performance of the C8 Aileron, specifically the structure's efficiency. The utilization 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 aluminum 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 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. 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 characterized by a larger grille that allows 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 color, 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, which will use the identical headlight units to those of the Aileron.

The C8 Aileron is available in 16 standard colors, but customers may choose any color they wish as an option, as well as the Spyker Squadron GT2 color scheme. The standard colors 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 colors have been created especially for the C8 Aileron.

Power train

The Spyker C8 Aileron will use the Audi 4.2 liter V8 engine, delivering 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 its longer chassis, the Spyker C8 Aileron has more interior space, which results in a higher comfort level and improved ergonomics. The interior, with its signature Spyker 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 color – if desired by the customer – can be ordered as an option.

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, 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 upgraded 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, sold worldwide through a network of highly qualified distributors and dealers. All Kharma 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 of craftsmanship and exclusivity.

Suspension & Wheels

The C8 Aileron is fitted with a brand-new front and rear independent double-wishbone suspension system developed by Lotus. 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 at the new styling direction while respecting the aviation heritage. The 235/35 size tires in front and up to 295/30 at the rear provide exceptional handling.



Brakes

The C8 Aileron's brakes are supplied by AP Racing, a partner from day one. Black brake calipers with Spyker script are standard. Color-coded calipers with Spyker script can be ordered as an option. Carbon ceramic brakes will be available as an option soon.

Spyker C8 Aileron Technical Specifications

Body

Two-seat, two-door body. All-aluminium spaceframe chassis composed of extrusions and folded sheet aluminium. Extruded aluminum 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

Aluminum 4.2 liter (4163cm³) 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	: 0-60 mph – 4.5 seconds
Max speed	: 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 aluminum double wishbone suspension system developed by Lotus, 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 colors 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

Tires, 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

US MSRP excl. taxes	\$ 209,990.- (with manual gearbox, excluding options)
	\$ 219,990.- (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 Spyder & Laviolette

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 materials 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 curb 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 0-60 mph in a mere 4.5 seconds.

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

About Spyker Cars

Beginning in 1875 as a coach builder, Spyker produced its first motorcar in 1898. From its earliest days Spyker cars have been known as powerful and exclusive, many of them establishing speed records. The company later built fighter aircraft and engines. The Spyker Company ceased trading in 1925, but its brand name and reputation for technologically advanced, exotic and dependable cars has been passed on to the new Spyker company and its cars. Built on five brand pillars – heritage, design, craftsmanship, performance and exclusivity – Spyker Cars started in 2000 as a Dutch manufacturer of hand-crafted, premium sports cars. The racing and aviation heritage of the early cars has been carried over to contemporary Spykers, which also benefit from experience gained by participating in events like the 24 Hours of Le Mans. Every body panel and component of the Spyker is numbered to identify it as belong to the car's chassis number. The company's slogan, introduced in 1914, "*Nulla tenaci invia est via*: For the tenacious no road is impassable" continues to be used on its distinctive propeller and wheel logo. Spyker Cars is listed on the Euronext Amsterdam.



Additional information can be found on Spyker Cars' website: www.spykercars.com .

Note for the press, not for publication

For pictures in high resolution please visit the gallery on our website www.spykercars.com

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