

SPYKER COMMEMORATES C8 AILERON END OF PRODUCTION WITH SUPERCHARGED LM85 EDITION

Zeewolde, 28 November 2017 – Spyker Ltd. (“Spyker”) With the end of production of Spyker’s C8 Aileron in sight, Spyker announced today that it marks the end of an era, the second generation sports cars, with the presentation of the last three C8 Aileron’s that will be produced. The C8 Aileron was initially unveiled at the 2010 Salon International de l’Automobile in Geneva and marked a significant milestone in Spyker Cars’ history.

Inspired by the company’s aviation heritage, Spyker’s second-generation sports car features cues from jet engined aircraft propulsion, highlighting the turbine blade, rather than the propeller which adorned many elements of Spyker’s first generation cars that included the Spyker C8 Spyder, C8 Laviolette. With sleek aerodynamics, a long GT wheelbase, luxurious and spacious cabin and world-class six-speed automatic transmission, the C8 Aileron broadened the appeal of the Spyker brand while maintaining the marque’s exclusivity.



After 6 years of production, Spyker announced today that the final three cars to be built are a triplet of entirely bespoke Spyker C8 Aileron’s in LM85 trim. All three are

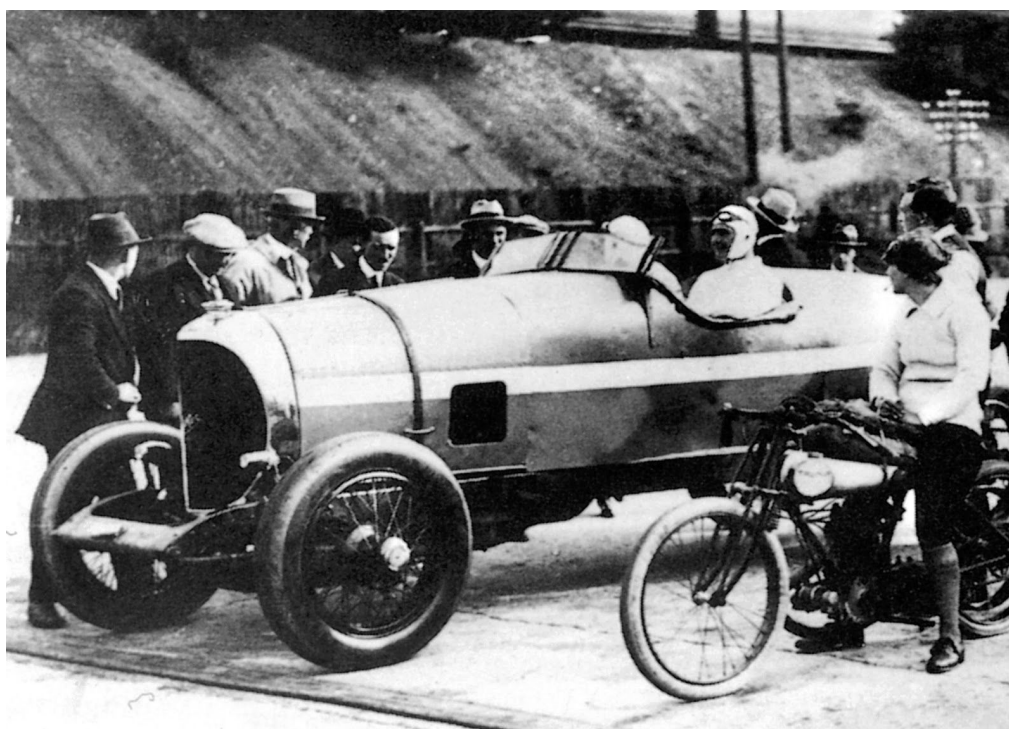
outfitted with a supercharged Audi V8 engine delivering 525 Bhp and 600 Nm of torque. Mated to a 6 speed automatic gearbox, the V8 will propel the C8 Aileron from 0 to 100kph in 3.7 seconds.



The name LM85 was first introduced by Spyker in 2008 when the Dutch brand introduced the Spyker C8 Laviolette LM85, after Spyker's starting number on the grid which it had for several years, at the Los Angeles Auto Show celebrating the brands long term involvement in endurance racing.



At the time Spyker Squadron, it's factory GT race team, raced the Spyker C8 Laviolette GT2R, upon which the C8 Laviolette LM85 was based on, in various gruelling endurance races including the 12 Hours of Sebring, the 24 Hours of Le Mans and a series of International FIA GT races.



Spyker has always been involved in long distance and endurance racing and already in 1922 renowned racing driver Selwyn Edge drove a Spyker C4 fitted with streamlined racing bodywork and succeeded to break the speed record by driving at an average of 120kph (74.5 mph) during two 12-hour periods. This was the so-called Double Twelve Record.

The Spyker C8 Aileron LM85 announced today features design elements from Spyker's modern GT racers including the handcrafted and riveted aluminium bodywork, the air intakes made from solid billets of aluminium and wider wheel-arches. The car features the same paint scheme as seen on the GT race cars with huge contrasting S's on the sides.

All three cars will sport Spyker Squadron's GT racing livery, one Jet Black with a Crimson red 'S', the second car in Crimson Red with Jet Black 'S' and the third car in Jet Black with a Golden 'S'. The matching interior will feature two-tone leather, custom seats, a turned aluminium dash, Chronoswiss gauges and the signature exposed gear shift mechanism.

Victor Muller, Founder & CEO: "Every Spyker we ever built is unique and exclusive, but the last three Spyker C8 Aileron's that we will build truly demonstrate the level of bespoke craftsmanship that the Spyker brand is all about. It is a dignified

departure of the Audi powered Aileron's and a worthy step toward the third generation Spykers, the Spyker C8 Preliator. We designed these three cars in partnership with Milan-Morady of Luxembourg and the result is exceptional."

Mike Pessis, Founder and Managing Director of Milan-Morady said: "Cooperating with Spyker on the creation of these three 'run-out edition' cars has been a great joy. Our input was translated by Spyker's design team exactly as we had anticipated and we are proud to be offering these last three cars to our sophisticated clientele."

THE SPYKER C8 AILERON LM85



Design

The design of the hand-crafted Spyker C8 Aileron LM85 represents 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. With the design of the Spyker C8 Aileron, the emphasis 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 smooth, elegant and powerful lines of the distinctive design are the result of a virtual aero computer programme. The Aileron's beautiful lines are complimented by the minimal 'shut' lines and an uncompromised design made possible by the use of superformed alloy body panels. 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. LED lights 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. 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.

Supercharged V8 powertrain and automatic drivetrain

The Spyker C8 Aileron LM85's performance is visceral, vibrant and alive. Power comes from a supercharged Audi 4.2-litre V8 petrol engine. Highly responsive, the V8 generates 525 ps at 6,800 rpm and an immense wave of torque (600 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 3.7 seconds and a top speed of 322 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'. Also standard in Europe is an exhaust system with 'Whisper' mode (optional outside Europe). 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, and can be opened electronically below this speed by the driver if desired.

The C8 Aileron LM85'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 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-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 designed and engineered by Lotus to Spyker's brief.

Spyker put tremendous effort into optimising the space frame's performance and efficiency, for example adopting one-piece side sills that make an important contribution to chassis stiffness. The utilization of modern finite element analysis and numerical optimization methods allowed Spyker's engineers to create a new chassis for the C8 Aileron, which boasts an exceptional torsional stiffness.

Rigid-node and load-path technology was 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 production chassis weighs just 230 kg.

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

Suspension and running gear

The C8 Aileron LM85 is fitted with a fully independent double-wishbone suspension system (front and rear) developed by Lotus. 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 Bilstein mono-tube dampers and Eibach 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 40 mm.

The suspension components are made of forged aluminium wherever possible to keep the vehicle's unsprung weight to a minimum. This goal is also supported by the use of special lightweight alloy wheels and alloy brake callipers.

The Aileron LM85 is equipped with unique high-impact 10-blade 19-inch directional Rotorblade™ wheels matching the body colour scheme. These 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 Michelin 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 LM85 possesses excellent steering 'feel'. The Servotronic speed-sensitive rack and pinion system has hydraulic power assistance and requires 3.0 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. High performance Ferodo brake pads ensure good brake 'feel', excellent initial bite and fade characteristics, plus low noise and good durability.

Matching colour coded brake calipers with the Spyker script are fitted as standard.

Hand-crafted cabin with comfort and space aplenty

The Spyker C8 Aileron LM85 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 a colour scheme matching the Spyker Squadron inspired exterior.

Spyker's trademark diamond stitched quilted interior trim finish is available as an option – as are Alcantara® and a duo-tone cabin.

The Aileron LM85's interior amplifies further the signature Spyker aviation theme. The brushed aluminium dashboard is an all-new design aligned paving the way for the 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.

TECHNICAL SPECIFICATIONS

Body style

Two-door, two-seater mid-engined sports coupe. All-aluminium spaceframe chassis composed of extrusions and folded sheet aluminium, with 'superformed' aluminium body panels. Extruded aluminum side-impact bars and integral rollover bars. Xenon headlights with LED sidelights and indicators. LED taillights. Longitudinally-mounted V8 engine driving the rear wheels via a six-speed automatic transmission with paddle controls.

Engine

Type	90 degree supercharged V8 with VVT and compressor
Capacity	4.2-litre, 4172 cc
Bore & Stroke	84.5 x 93.0 mm
Compression ratio	11.0:1
Max power	525 ps (386 Kw) @ 6800 rpm
Max torque	600 Nm (443 lb ft) @ 3500 rpm
Max revolutions	7200 rpm
Valves	40 (5-per-cylinder)
Fuel system	Multi-point fuel injection
Exhaust system	Stainless steel with active bypass valves

Drivetrain & Transmission

Rear-mounted Getrag 6-speed manual gearbox or a
Rear-mounted ZF Tiptronic 6-speed automatic

Transmission Type

Torque converter with fully auto and sport/semi-auto modes

Gear shift

Steering wheel-mounted paddle shift controls

Suspension

Fully independent system supplied by Lotus Cars.

Front: Forged independent aluminium double wishbone suspension system, with new kinematic layout, stabilizer bars, mono-tube dampers, coil over damper steel springs and anti-dive and anti squat setup for improved handling properties.

Rear: Forged independent aluminium double wishbone suspension system, with new kinematic layout, stabilizer bars, mono-tube dampers, coil over damper steel springs and anti-dive and anti squat setup for improved handling properties.

Steering

Servotronic speed-sensitive hydraulic power assisted rack & pinion Gearing.
3.0 turns of steering wheel lock-to-lock

Brakes

AP Racing Brake calipers available in various colors with Spyker logo.
Front: 350 mm diameter vented and cross-drilled steel discs with four-piston AP Racing brake calipers and high performance pads

Rear: 332 mm diameter vented and cross-drilled steel discs with four-piston AP Racing brake calipers and high performance pads

Balance: Default setting 60/40% front/rear balance

Safety Aids: Anti-lock Braking System (ABS) Electronic Brake Distribution (EBD)

Wheels

Front: Rotorblade™ 10-spoke 8.5J x 19 in forged alloy wheels

Rear: Rotorblade™ 10-spoke 10.0J x 19 in forged alloy wheels

Tyres

Front 235 / 35 ZR19

Rear 295 / 35 ZR19

Dimensions

Length	4590 mm	180.7 in
Width	1950 mm	77.0 in (excluding mirrors)
Height	1270 mm	50.0 in
Wheelbase	2725 mm	107.2 in
Front track	1625 mm	64.0 in
Rear track	1645 mm	64.8 in

Weights & Capacities

Kerb weight	1425 kg	3124.2 lbs
Fuel tank	57 litres	15 gallons (US)
Luggage capacity	120 litres	32 gallons (US)

Performance

Acceleration	0-100 kph (62 mph) – 3.7 seconds
Max speed	322 kph (201 mph)

Interior

Full-leather interior. Turned aluminium dashboard and Chronoswiss dials. Air conditioning. Driver and passenger airbags with passenger airbag deactivation switch.

Customers may also order a 5 piece Louis Vuitton luggage set exclusively made for Spyker.

Price

On request: info@milan-morady.com

Production limited to 3 units.

ABOUT MILAN-MORADY SA

Milan-Morady focusses exclusively on providing its international customer base with unique design solutions regardless of whether they are required for automotive, yachting or architectural projects. Attention to detail and the highest level of service are hallmarks of Milan-Morady's performance.

ABOUT SPYKER

Inspired by Spyker's aviation and racing heritage, Spyker creates meticulously hand-built sports cars since 2000. Highly detailed design, bespoke materials, and aviation-inspired elements are a core part of the Spyker DNA.

Spyker sports cars offer discerning drivers of the highest standards an alternative choice, delivering a rare combination of heritage, design, craftsmanship, performance and exclusivity.

NOTE TO MEDIA: NOT FOR PUBLICATION

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