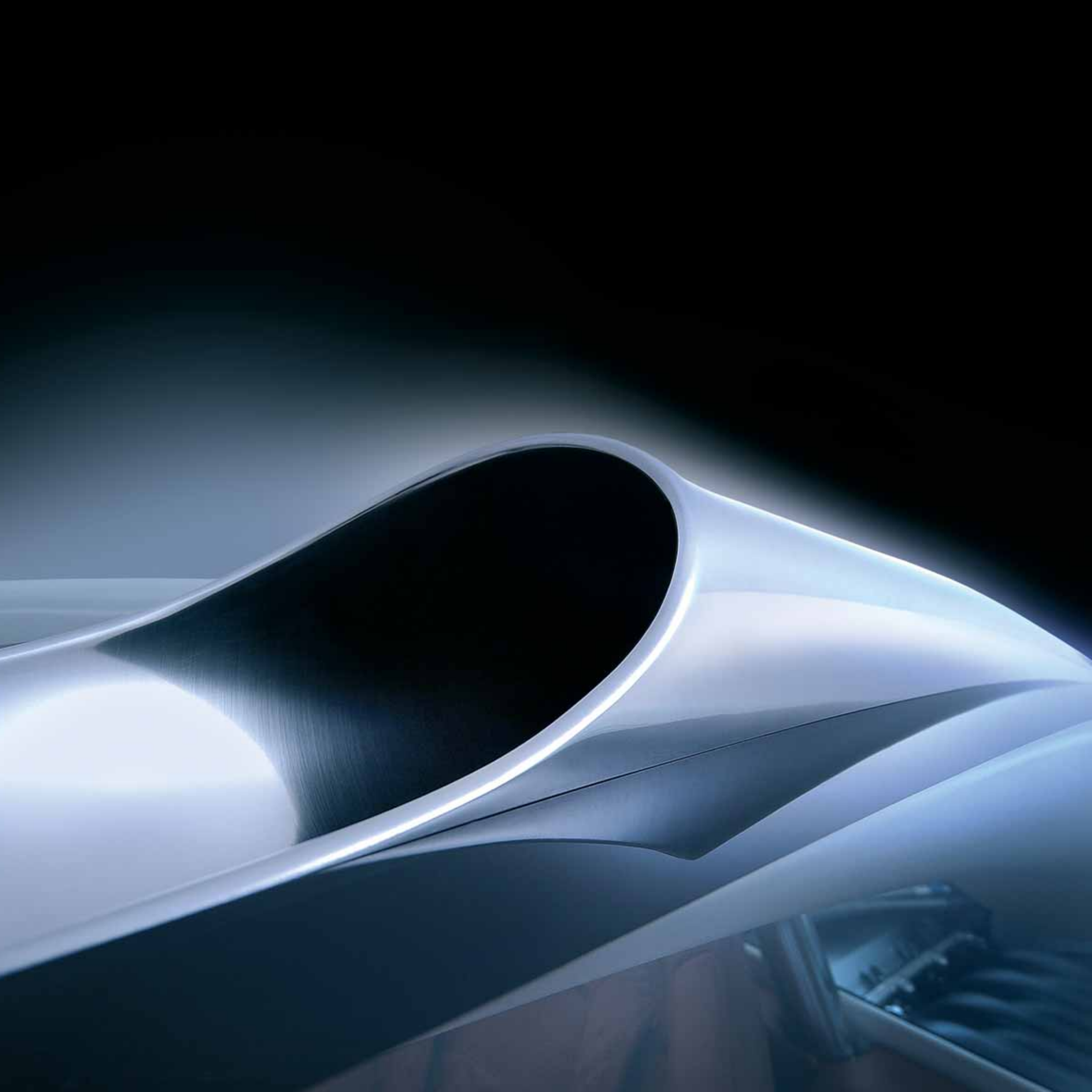


P U R E P A S S I O N



N U L L A T E N A C I



I N V I A E S T V I A



Heritage Design
Craftsmanship
Performance
Exclusivity

Nulla tenaci invia est via

In 1914 Spyker merged with the Dutch Aircraft Factory N.V. and from that moment on the Spyker logo consisted of an aircraft propeller and a wire wheel. The axiom "Nulla tenaci invia est via" - for the tenacious no road is impassable - has held true for Spyker ever since.

The racing and aviation heritage of the early cars has been carried over to the contemporary Spykers, their design being heavily influenced by airplanes and aerodynamics. Their uncompromising engineering developed for racing. Handcrafted in the same tradition as the earlier Spykers by the best craftsmen of our time using bespoke materials only. Built with passion for the most passionate drivers, for those discerning connoisseurs who do not just buy a car but have one built for them, to their exacting specifications. Benefiting from experience gained in the international race arena by entering basically standard Spykers in GT class events such as the 24 Hours of Le Mans, the ultimate endurance race challenge.

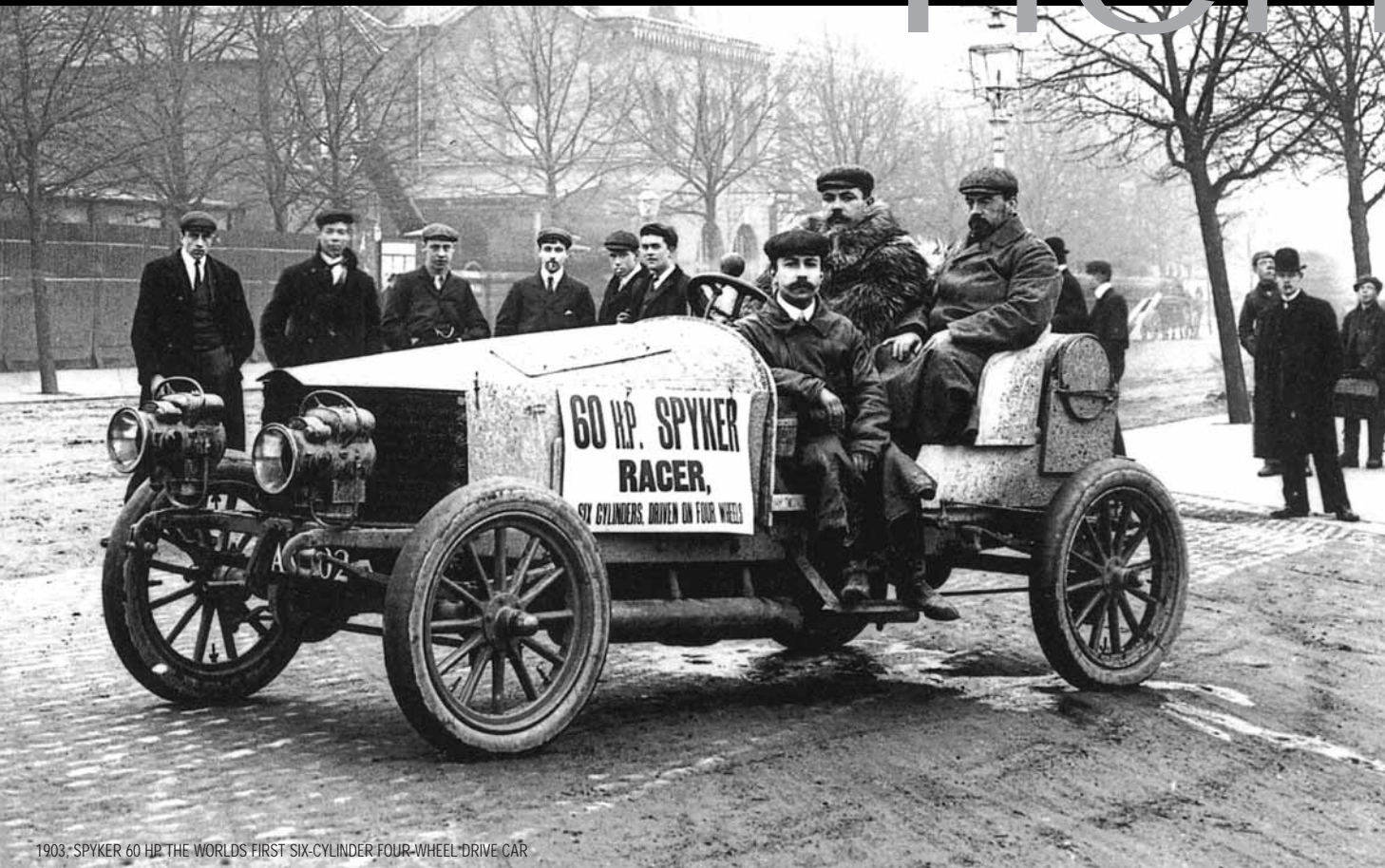
Spykers are the ultimate statement of individuality: a creation of timeless beauty in the form of a state of the art technology package with spectacular performance. Every Spyker is as much an individual as its discerning buyer. Identified by its chassis number and given its personality by the individual specifications of its owner which are perpetuated on the car's buildsheet, it is updated whenever any work is done to it and available to owners on a personalized web page. Every owner may follow the assembly process of his or her Spyker day and night by means of a dedicated web cam-system - The Spycam™ - in the factory, an absolute first in the motorcar industry.

We sincerely hope that you will enjoy the result of years and years of development and engineering and the lasting personal attention that we give to our cars and their proud owners.



Victor R. Muller
Chief executive officer

passion for
heritage



1903, SPYKER 60 HP THE WORLD'S FIRST SIX-CYLINDER FOUR-WHEEL DRIVE CAR



PRIOR TO WORLD WAR 1, THE SPYKER VI, THE FIRST FULL IN-HOUSE DESIGN, WITH A THULIN MOTOR



1907, SPYKER 14/18 HP, SPONSORED BY LOUIS VUITTON, IN MOSCOW ON HIS WAY FROM PEKIN TO PARIS



THE REMARKABLE 1919 AEROCOQUE WITH ITS AIRCRAFT INSPIRED BODYWORK

At the dawn of motoring, a Dutch car company was building cars that became a benchmark for their foreign counterparts. Combining technological innovation with a drive for engineering perfection and superb quality, Spyker cars won gruelling races, set speed records and became known as the most prestigious cars of their time.

In 1898, two brothers, Jacobus and Hendrik-Jan Spijker, coach builders in Amsterdam, built their first Benz-engined motor car that won them immediate acclaim for the craftsmanship of their bodywork. In the same year Spijker built the famous golden state coach, still in use today, to commemorate the forthcoming coronation of the Dutch queen, Wilhelmina. This was the turning point in their business career: from that moment on the Spijker brothers dedicated their company entirely to the manufacture of motor cars. The business name was changed to Spyker, for easier recognition in foreign markets.

In 1903 Spyker introduced the extremely advanced 60/80 HP. It was the first car with a six-cylinder engine as well as permanent four-wheel drive and four-wheel brakes. In the same period Spyker introduced its patented 'dust shield chassis,' a chassis fitted with a streamlined under tray that prevented the car from making dust on unpaved roads. It was innovations such as these that characterized the Spyker cars, which quickly became famous for their quality and the ruggedness of their engineering. The Spyker models, with their characteristic circular radiators, were especially successful in the Dutch East Indies and in Britain, where Spyker became known as 'the Rolls Royce of the continent'.

Spyker's reputation reached further heights when in 1907 a privately entered standard model Spyker 14/18HP Tourer became legendary after successfully competing in the famous gruelling Peking to Paris Raid, taking second place.

In the period prior to World War I, a worldwide slump in the luxury car market meant that Spyker had to diversify its production, and so it merged with the Dutch Aircraft Factory N.V. The company started developing and building aircrafts. During the war, Spyker built around 100 fighter aircrafts and 200 aircraft engines. In 1915 the company introduced the slogan that is still used today: 'Nulla tenaci in via est via.' 'For the tenacious no road is impassable'. Along with the slogan came a new logo, featuring a spoke wheel with a horizontal propeller across it.

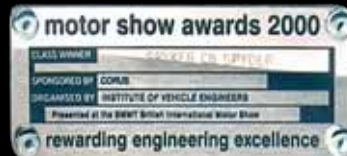
After the war Spyker resumed its car production. True to its motto, Spyker continued building record-breaking cars. Most famous of these is the Spyker C4. It had a special engine, built by the famous German engineer Wilhelm Maybach.



It had a double ignition system with Bosch high-tension magneto and battery-coil ignition with two spark plugs per cylinder. The C4 was a powerful, dependable and luxurious car; in 1921, a standard C4 broke a new endurance record, driving continuously for 36 days and covering a distance of 30,000 kilometers. A year later, the famous British driver Selwyn Edge broke the Brookland's Double Twelve speed record, clocking an average speed of 119 km/h.

In 1925, the Spyker Company ceased trading, but its name was never forgotten. Spyker became an icon, a brand name that stands for technologically advanced, exotic and dependable cars. That heritage has been passed on to the new Spyker and its cars.

passion for design



Spyker feels that design details should enhance the beauty of the basic shape of the car. Designing a car, however, is more than creating a shape. It is creating a shape with the right proportions. The blistering performance of the Spyker C8 Spyder and its unique design features have attracted massive attention in the media. Thanks to this excellence, it won the 2000 award for engineering excellence granted by the Institute of Vehicle Engineers when it was unveiled at the British Motor Show on 18 October 2000.



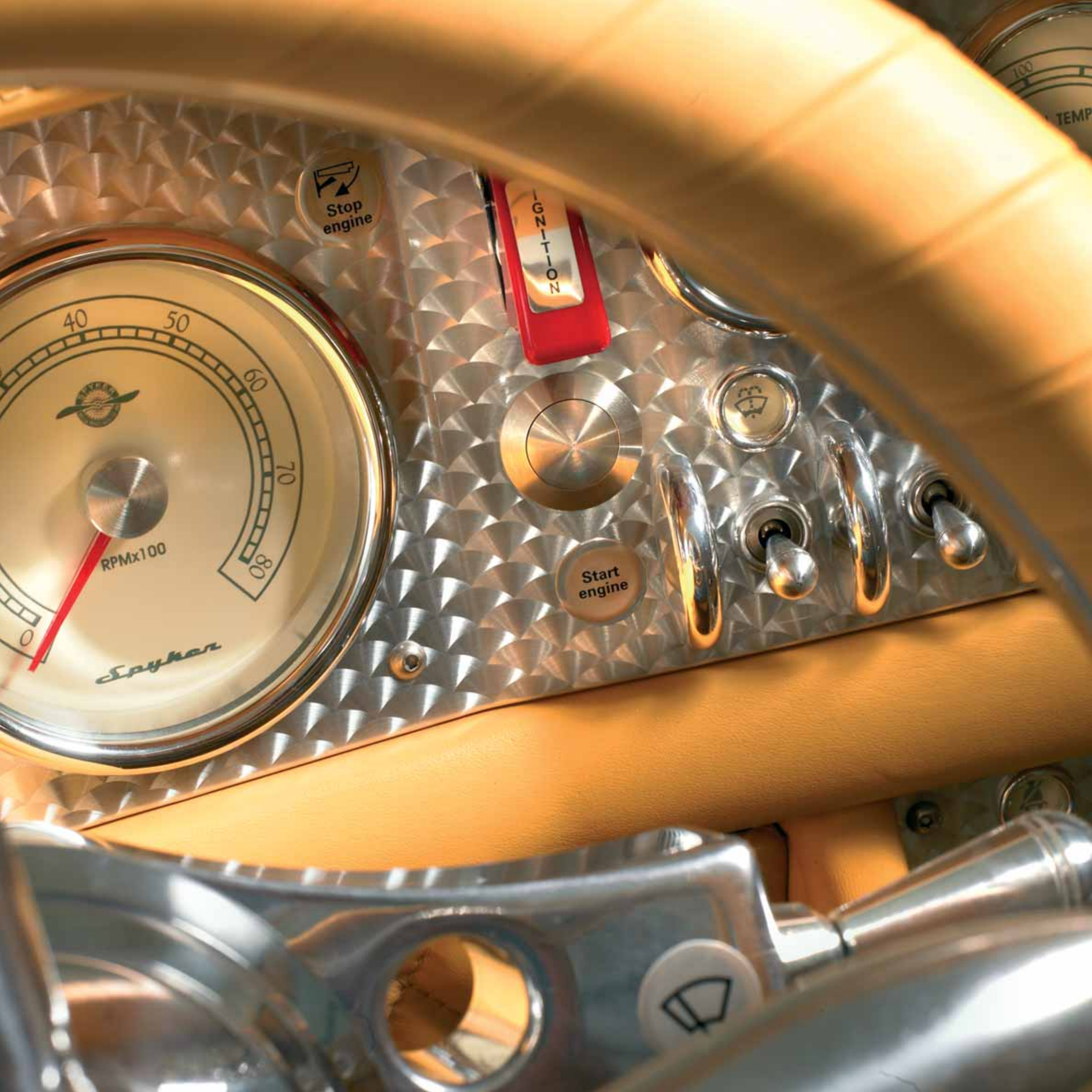












Stop engine

ON-OFF

40 50 60 70 80
RPMx100
Spyker

Start engine

⚙️





C8 Spyder

" THIS ELEGANT COUPÉ WITH GLASS CANOPY IS REMINISCENT



OF MODERN JET FIGHTERS"



passion
for

Craftsman



ship









The Spyker C8 is an advanced mid-engined two-seat sports car, characterized by lightweight construction and purity of design, with an uncompromising engineering package developed from scratch. The ultra-stiff space frame is manufactured from aluminum sheet and extrusions. The handcrafted body panels are supplied by Coventry Prototype Panels from the U.K. where craftsmanship is still considered an art.

Spyker has chosen to use only the best materials in building the Spyker C8. The material of choice for the construction of the car is aluminum, a complex material that requires handling by highly skilled professionals to get the best out of it, but that gives unparalleled results.

The chassis of the C8 is built from extruded box sections and folded sheet. The body panels are handcrafted from aluminum sheet of outstanding durability and is almost as dent resistant as steel. All of the exterior details, such as the wing mirrors, the beautiful air intakes and the wheels, are also handcrafted from aluminum.

Every body panel and component of the Spyker C8 is numbered to identify it as belonging to the car's chassis number.

Every Spyker's personality is further enhanced by a number of unusual and eye catching interior features. Most noticeable perhaps on entering the car is the dashboard and instrument panel. The design of the instrumentation is reminiscent of those found in airplanes, reflecting Spykers aviation heritage. Once seated behind the controls, drivers will appreciate the remarkable design of the gearlever so shaped to highlight the unusual shift mechanism that adds to the uniqueness of this motorcar. All Spykers feature keyless entry. Spyker has designed an unique aluminum Aeroblade™ steering wheel covered in exquisite Hulshof leather which is riveted onto the rim and which features two propellers.



Moreover extra-ordinary elegant 19" Aeroblade™ wheels in magnesium with central locking featuring five propellers which are such a distinctive component of the Spyker trademark are available as an option.

Luxury and performance are further encapsuled in a number of interior features such as the tasteful incorporation of aluminum design elements as well as the exclusive leather trim. Owners may order every conceivable bodycolour to their own taste as well as leather to match. Philips xenon headlights are one of the unlimited number of options available to customers.





THE PROTOTYPE OF THE 12 CYLINDER SPYKER C12 LATURBIE (CHASSIS NUMBER 055)



Because the main design principle of the Spyker C8 is that the shape of the car should never interfere with its function, every part of the car, every detail must be genuine and have a proper function.

Apart from these, many other engineering details reveal that the C8 is in effect a road-going race car. The streamlined floor section of the car creates the down force that keeps the car hugged to the ground at even the highest speed levels. The visible body details that help provide this ground effect are the splitter plate at the front and the diffuser at the rear, which is beautifully integrated in the rear body section.

passion_{for}

perform



ance

18 JUNE 2005, SPYKER C8 SPYDER GT2R (CHASSIS NUMBER 046) BLASTS THROUGH THE ESSES AT LE MANS DURING THE 24 HOURS OF LE MANS RACE



FIA GT DUBAI, 18 NOVEMBER 2005. SPYKER SQUADRON FINISHED SECOND IN ITS CLASS

The Spyker C8 Double12 derives its enigmatic name from one of Spyker's many sporting successes in the early years of the last century. In the hands of the then popular race driver S.F. Edge, a long time factory racer for Napier, a Spyker broke the 24-hours endurance record at Brookland's racetrack in the UK. Edge intended to beat his 1907 record in a Napier racer by using a standard production car: A 1922 Spyker C4 with 6-cylinder Maybach engine.

The record attempt was aimed at proving that by 1922 standard production cars could break records, which formerly could only be achieved by race cars. As the Brookland track could only be used during the daytime in those days, the 24-hours record was spread over two days, hence the Double12 record name. On 19 and 20 July 1922, Edge achieved an averaged speed of 119 km/h (72 mph) and put 1782 miles and 1006 yards on the clock (2860 km), thus beating his 15-year old record massively.

This formidable performance was the inspiration to create Spyker's contemporary endurance racer, the C8 Spyder GT2R. Some 80 years later, Spyker again proves that its standard production cars are capable of sporting successes. The Spyker C8 Spyder GT2R is basically identical to the standard road car, the C8 Spyder.

The Spyker C8 models have fully enclosed undersides, which generates considerable ground effect. Since most race rules prohibit ground effect on GT class race cars the underside of the endurance race model, the Spyker C8 Spyder GT2R, is entirely flat with no venturies or diffusers. Therefore the R model has a fully adjustable rear wing.



JULY 20, 1922: S.F. EDGE BREAKS THE DOUBLE12 RECORD AT BROOKLAND IN HIS STANDARD SPYKER C4



JUNE 15, 2003: HANS HUGENHOLTZ TAKES THE FINISH FLAG OF THE 24 HOURS OF LE MANS IN SPYKER C8 DOUBLE12 R, CHASSIS NUMBER 009





SHALL I GO LEFT TO THE OFFICE OR RIGHT TO THE TRACK...







passion
for

exclusivity



Building a car such as the Spyker C8 not only means building a car that meets the highest technical standards. It also means building relationships with its drivers. Spyker builds exclusive cars, and each owner becomes a member of a group of people that share Spyker's passion for excellence.



Chronoswiss Spyker









Koga Spyker

Spyker has teamed up with high end bicycle manufacturer Koga Miyata to develop the Spyker Koga Aeroblade bicycle in a limited edition of a mere 50.



The Spyker C8 is built for the most passionate of car lovers, people who not only want to buy the best car they can get, but who want to have their car built for them, to their specifications. This is why Spyker offers an almost infinite number of options on the Spyker C8. And this is why every owner can personalize his Spyker C8 in any way he wants. And this is why every owner of a C8 is personally involved in the building process of his car.

After ordering a Spyker, the identity of the car - its chassis number - and that of its owner becomes inseparable. The owner is provided with a personalized web page, which contains every important piece of information on the car. The car's buildsheet is updated every time work is done to the car so that the owner can keep track of the building process and maintenance history of his car. Via his personal web pages the owner can even follow the building process of his car with a web cam as it is assembled in the Spyker factory. This level of involvement is unique in today's car industry. We are proud to build a desirable, exciting car like the Spyker C8.

We are just as proud of the people who buy them; after all, no road is impassable for the tenacious.









19 AUGUST 2004, CARMEL 05:00



Spyker C8 Spyder

Engine	Audi V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Maximum revolutions	7500 rpm
Sizes and weights	
KERB weight	1250 kg (2750 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1880 mm (74")
Height	1080 mm (42")
Fuel tank capacity	75 litre (16,5 gallons)
Performance	
Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 seconds (0-60 mph in 4.5 seconds)

All aluminium hand built, mid-engined sports car with aerodynamic ground effect and electrically operated single hinge tilting doors. Interior trimmed in Hulshof leather. Luggage compartment in front and rear, including two made-to-measure Hulshof leather suitcases. Fuel tanks integrated in left and right inner chassis members.

Engine Design

All aluminum Audi V8 engine with 90-degree block angle. Natural aspiration through eight injection throttle bodies. Four overhead camshafts and five valves per cylinder.

Stainless steel 4-into-1 high performance exhausts on either side of the engine.



Spyker C8 Laviolette

Engine	Audi V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Maximum revolutions	7500 rpm
Sizes and weights	
KERB weight	1275 kg (2805 lbs)
Wheelbase	2575 mm (101")
Front track	1400 mm (55")
Rear track	1580 mm (62")
Length	4185 mm (165")
Width (ex mirrors)	1880 mm (74")
Height	1245 mm (49")
Fuel tank capacity	75 litre (16,5 gallons)
Performance	
Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 seconds (0-60 mph in 4.5 seconds)

Transmission

Manual six-speed gearbox without electronic intervention. Rear wheel drive. Drexler limited slip differential. ABS .

Chassis and suspension

Aluminum space frame clad with aluminium panels carries fully adjustable F1-style independent suspension in stainless steel, with Koni in-board shock absorbers. Uprights CNC machined from solid billets of aluminum.



Spyker C8 Spyder GT2R

Engine	Audi V8
Capacity	3799 cc
Power	335 kW (450 hp)
Torque	420 Nm
Maximum revolutions	8500 rpm
Sizes and weights	
KERB weight	1100 kg (2425 lbs)
Wheelbase	2885 mm (113,6")
Front track	1710 mm (67,3")
Rear track	1910 mm (75,2")
Length	4105 mm (161,6")
Width (ex mirrors)	1920 mm (75,7")
Height	1110 mm (43,7")
Fuel tank capacity	100 litre (22 gallons)
Performance	
Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 3.8 seconds (0-60 mph in 3.8 seconds)

Brake system

AP Racing twin-circuit brake system with adjustable brake balance. 6-piston aluminium brake callipers at the front, 4-piston aluminum brake calipers at the rear with ventilated brake discs. Brake disc diameter, front and rear, 356/330 mm.

Wheels and tires

Forged ATS alloy rims with central locknuts

Front tires, 225/40ZR 18 (Dunlop Sport)

Rear tires, 255/35ZR 18 (Dunlop Sport)

Magnesium Spyker 19" Aeroblade™ wheels are optional



Spyker C8 Double12 S

Engine	Audi V8
Capacity	4172 cc
Power	298 kW (400 hp)
Torque	480 Nm
Maximum revolutions	7500 rpm
Sizes and weights	
KERB weight	1350 kg (2970 lbs)
Wheelbase	2675 mm (105")
Front track	1470 mm (56")
Rear track	1680 mm (63")
Length	4585 mm (177")
Width (ex mirrors)	1920 mm (74,1")
Height	1255 mm (48,4")
Fuel tank capacity	100 litre (22 gallons)
Performance	
Top speed	Depending on desired engine power between 300 km/h (187 mph) and 345 km/h (215 mph)
Acceleration	0-100 km/h (0-60 mph) in 4.5 seconds



Spyker C12 LaTurbie

Engine	Audi W12 (48-Valve DOHC)
Capacity	5998 cc
Power	373 Kw (500 hp)
Torque	600 Nm
Maximum revolutions	7500 rpm
Sizes and weights	
KERB weight	1525 kg (3362 lbs)
Wheelbase	2580 mm (101,6")
Front track	1570 mm (61,8")
Rear track	1750 mm (68,9")
Length	4585 mm (177")
Width (ex mirrors)	2020 mm (79,5")
Height	1255 mm (48,4")
Fuel tank capacity	75 litre (16,5 gallons)
Performance	
Top speed	315 km/h (196 mph)
Acceleration	0-100 km/h in 3.9 seconds (0-60 mph in 3.9 seconds)
Expected date of introduction July 2006	



SPYKER CARS N.V.

Spyker is a public company traded at Euronext Amsterdam tickersymbol SPYKR.

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