



## Specifics Spyker C8 Spyder

### Body

#### **Unique open air sensation**

The Spyker C8 Spyder is the ultimate driving experience. The car's beautifully proportioned body in combination with the powerful V8 engine and its F1-style suspension make the C8 Spyder not only one of the most spectacular open top sports cars to look at, but also one of the most exciting cars to drive.

Thanks to its low seating position the C8 Spyder has an optimal centre of gravity. Superb handling is not the only benefit this carries; it also means that the car's occupants are well protected against wind and rain, even at high speeds. Naturally the car can be fitted with a soft top as well as a hard top. But when driven open not many cars can surpass the unique open-air sensation the Spyker C8 Spyder provides, particularly because of the lack of a header rail.

#### **Specifications Spyker C8 Spyder:**

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:	80 litres (17,5 gallons)

#### **Gracious lines**

The Spyker C8 Spyder was the first car Spyker introduced when it re-entered the automotive world in 2000. Being the first of a new generation, the Spyker C8 Spyder immediately made its mark on the public and the international media. When it was introduced at the Birmingham Motor Show in October 2000, its design instantly won the prestigious Institute of Vehicle Engineers Award for Engineering Excellence for Specialist Low Volume Manufacturers, sponsored by Corus. It is easy to see why.

With its flowing waistline, complemented by the gracious curving lines of its body, the Spyder is a compact, powerful design. The proportions of the body are perfectly balanced. The Spyder is not the result of decapitating an existing coupe model, something that almost always compromises the design. Spyker explicitly chose to design the Spyder version prior to the Laviolette coupe version. Therefore, the car's lines are not in any way compromised, but give it a purity of shape that is a feast for the eye.



## **Chassis**

### **Lightweight yet strong**

Being the first C8-model to be introduced, the aluminum space frame of the C8-series was specifically designed with the Spyder in mind. This has resulted in a design that offers the rigidity of a coupe chassis, with a much lower weight. The Spyder weighs a mere 1000 kilograms, which combined with its powerful engine ensures agility and superb handling.

One of the most striking examples of the structural strength of the aluminum space frame of the C8 Spyder is that the car has a frameless windscreen. No extra reinforcing of the windscreen frame was necessary to enhance the rigidity of the car, which not only enhances the purity of the design, but also creates an unequalled view for the driver. Another clue to the F1-style build of the chassis is that F1 approved safety fuel bags can be integrated in the left and right inner chassis members as an option.

## **Interior**

### **Open-top comfort**

The roomy cockpit of the Spyker C8 Spyder provides the comfort and luxury to fully enjoy the car's unparalleled driving experience. The leather clad sport seats give superb support and the adjustable steering column and pedal box ensure a perfect driving position. The unique gear lever construction not only is a beautiful design, but it also ensures fast and accurate gearshifts.

The high-quality finish of the interior, with its leather trimming and aluminium detailing underlines the sportiness of the Spyder design. In the dashboard design the instrumentation catches the eye. The fascias of the gauges resemble the functional accuracy of a watch, while the exquisitely detailed toggle switches provide visual clues to the racing heritage of this Spyker. Optionally a dashboard designed by the renowned German watchmaker Chronoswiss may be ordered.

## **Driveline**

### **Engine and transmission**

Driving in the C8 Spyder is not only enjoying the open-top feeling, it is also listening to the beautiful soundtrack of the powerful Audi 4.2 liter V8 engine. Thanks to its high power-to-weight ratio the Spyder effortlessly propels itself to its top speed, while the high torque the power plant delivers also ensures optimal flexibility in any gear. A manual six-speed Getrag gearbox comes as a standard, while a sequential six-speed gearbox is an option.



#### **Engine specifications Spyker C8 Spyder:**

Capacity:	4172 cc
Power output:	400 hp (298 kW) in Stage I tuning
Torque:	480 Nm
Maximum rpm:	7500
Top speed:	300 km/h (187 Mph)
Acceleration:	0-100 km/h (0-60 mph) in 4.5 seconds

#### **Suspension**

##### **Comfort or competition?**

Every Spyker C8 Spyder features fully adjustable suspension in stainless steel, set up to the wishes of its owner, who has a choice between comfort and competition. The C8 Spyder can just as easily be set up for a long cross-country journey or a stint at the racing track.

This not only makes the Spyker C8 Spyder a very versatile car, it also reminds one of the old days of motoring and motor racing, when many sports car owners who wanted to race drove to the racetrack in the same car they competed with. The same option is available today, with the Spyker C8 Spyder.

##### **Aeroblade™ wheels**

Every Spyker shows its class in its details. The optional 19" Aeroblade™ wheels are a point in case. These wheels not only look beautiful, they also enhance the car's performance. The special wheel design features the propeller motif from Spyker logo. The streamlining of these spokes and their angle add to the cooling of the brakes. Moreover, their aerodynamic properties also enhance the car's ground effect. This is what is meant by 'form follows function'.



## Technical specifications

### Spyker C8 Spyder

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. F1 approved safety fuel bags integrated in left and right inner chassis members are optional.

### Engine Design

All aluminium Audi V8 engine (type S8) 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.

Capacity:	4172 cc
Power:	298 kW (400 hp) (Stage I)
Torque:	480 Nm
Maximum revolutions:	7500 rpm

### Transmission

Sequential or manual six-speed gearbox without electronic intervention. Rear wheel drive, with optional limited slip differential. Switchable ASR (traction control) and ABS.

### Chassis and suspension

Aluminium 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 aluminium.

### Electrical system

Decentralised wiring system

### Brake system

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

### Wheels and tyres

Forged ATS alloy rims with central locknuts  
Front tyres, 225/40ZR 18 (Dunlop Sport)  
Rear tyres, 255/35ZR 18 (Dunlop Sport)  
Magnesium Spyker 19" Aeroblade™ wheels are optional

### Sizes and weights

Kerb weight	1250 kg (2750 lbs)
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### Performance Spyker C8 Spyder

Top speed	300 km/h (187 mph)
Acceleration	0-100 km/h in 4.5 seconds (0-60 mph in 4.5 seconds)

### Price

From Euro 215.000,- (exclusive any taxes and ex factory)