



Specifics Spyker C8 Double12 R

Continuing the heritage

Designed and built to compete in the LM GT and GT-N (FIA) class, The Spyker C8 Double12 R continues Spyker's racing heritage. The car was unveiled at the Internationale Automobil Ausstellung (IAA) in Frankfurt on 11 September 2001.

The car's name refers to the Brooklands double-twelve speed record set in 1922 by race driver Selwyn Edge with a standard Spyker C4. With the C8 Double12 R, Spyker proves that, after more than 80 years, standard Spyker production cars are again capable of achieving sporting successes. The C8 Double12 R is identical to the C8 Double12 S road car in almost every respect.

Design

The body design of the C8 Double12 R is virtually the same as that of the S-version, with the same beautiful and distinctive appeal as its sibling. As Le Mans regulations prohibit ground effect on GT class race cars, the underside of the C8 Double12 R is completely flat without diffusers or Venturies. Therefore the R-model is fitted with a fully adjustable rear wing. And to provide room for the even bigger wheels, the R-version has extra wide rear wheel extensions, which are riveted to the aluminium body.

The main difference between the C8 Double12 R and the S-version of this Spyker is in the power output of their engine, which in the C8 Double12 R is restricted by specific racing regulations. Whereas the Spyker-tuned 4 litre V8 of the C8 Double12 S delivers over 600 bhp, the same engine in race trim, with compulsory restrictors, boasts 480 bhp. The C8 Double12 R is also fitted with AP-racing brakes with 6 piston aluminium monobloc brake callipers at both the front and the rear.

Spyker Squadron

Historic first

With the C8 Double12, Spyker has set out to achieve new sporting successes in one of the most competitive and demanding racing classes in the world. The commitment we have made to our racing ambitions has seen Spyker start its own factory racing team, the Spyker Squadron. The team's first racing event was at the 2002 edition of the 12 Hours of Sebring, where the car performed well until an accident ended all hopes of finishing. Nevertheless, in its first race, the C8 Double12 R clearly showed its winning potential.

Later that year Spyker entered the 24 Hours of Le Mans, which was a historical first. Never before had a Dutch car manufacturer competed at the famous Circuit de la Sarthe. At the 2002 edition of the most legendary of all endurance races Spyker entered a C8 Double12 R with chassis number 009. The car was driven by two Dutchmen, Le Mans veteran Hans Hugenholtz and Peter Kox, and a young German driver named Norman Simon.



Considering that Spyker had only had the experience of one previous endurance race at Sebring, the performance of the C8 Double12 R at Le Mans was impressive. The car performed well and although the team suffered a number of minor technical mishaps, Kox, Hugenholtz and Simon succeeded in keeping many other cars in its class behind them.

After 14 hours and 23 minutes, the Spyker had to retire due to an engine failure. Until that moment, car number 009 did very well, providing the team with invaluable data to refine the car for the next racing season.

Le Mans 2003

In the 2003 edition of the 24 Hours of Le Mans Spyker won its greatest victory so far: finishing 10th in class and 30th overall with the totally in-house prepared Spyker C8 Double12 R chassis number 009.

Victor Muller: "It was a truly a dream come true when we finished on June 15th last at 4 p.m. We feel that we have succeeded in demonstrating that our basically standard road cars are capable of competing at the highest levels in the international race arena. By doing so we enhance our brand recognition worldwide and have caught the attention and won the hearts of many passionate car enthusiasts around the globe".

The 24 Hours of Le Mans is a very special experience as the race itself is considered to be the ultimate endurance test for man and machine and has a history that dates back to the beginning of the last century. Since 1923 Le Mans has been the ultimate sports car race. Many well known marques have had their share of victory during the 24 Hours of Le Mans. The car that crosses the finish line first can count on a glorious reception. The finishing teams enjoy the status of absolute stardom as does the vehicle that made it all possible.

The audience that often rises close to 350.000 from every corner of Europe makes this the most attended motor sport event in Europe. From the media 2.000 journalists are present and there is broadcasting in more than 150 countries.

The 24 Hours of Le Mans has developed over the years a unique status without equal. Many visitors from abroad stay in the Le Mans area for several days to enjoy this event to a maximum.



Technical Specifications

Spyker C8 Double12

All aluminium lightweight riveted body. Adjustable rear wing optional for the C8 Double12S

Engine Design

All aluminium Spyker road / race V8 engine with 90-degree block angle. Natural aspiration through roller bodies.

Spyker Double12 S

Capacity: 3999 cc
Maximum revolutions: 9500 rpm

Power:

Depending on customer's requirements, five engine outputs are available.
400 BHP (Stage I); 450 BHP (Stage II);
500 BHP (Stage III); 550 BHP (Stage IV); 620 BHP (Stage V)

Spyker Double12 R

Capacity: 3999 cc
Maximum revolutions: 7500 rpm
Torque: 425 Nm
Power: 358 kW (488 bhp)
(with Le Mans restrictors)

Transmission

Spyker six-speed manual gearbox without electronic intervention. Rear wheel drive.

Chassis and suspension

Aluminium space frame with integrated roll cage. Safety fuel bag of 100 liter capacity is situated centrally in the space frame. Flat closed underside as per race regulations. Fully adjustable independent suspension, complete with Koni in board shock absorbers. Upright CNC machined from solid billets of aluminium.

Electrical system

C8 Double12 R: race wiring harness
C8 Double12 S: decentralized 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 grooved brake discs. Brake disc diameter C8 Double12 R, front and rear, 380 mm and for the C8 Double12 S, front and rear, 356/330 mm.

Wheels and tyres

Forged 18" alloy rims, magnesium 19"Spyker Aeroblade™ wheels with central locknuts are optional. Front tyres, 27/65-18 (Dunlop), Rear tyres, 27/68-18 (Dunlop)

Sizes and weights

Kerb weight Double12 R	1100 kg (2420 lbs)	Kerb weight Double12 S	1350 kg (2970 lbs)
Wheelbase	2675 mm (105")	Wheelbase	2675 mm(105")
Front track	1470 mm(57,5")	Front track	1470 mm (57,5")
Rear track	1680 mm(64,8")	Rear track	1680 mm(64,8")
Length	4585 mm(177")	Length	4585 mm (177")
Width (ex mirrors)	1980 mm(76,4)	Width (ex mirrors)	1920 mm(74,1")
Height	1195 mm(46,1)	Height	1255 mm (48,4")
Fuel tank capacity	100 litres(22 gallons)	Fuel tank capacity	100 litres(22 gallons)

Performance Spyker C8 Double12 R

Top speed in excess of 315 km/hr (199 mph)
Acceleration 0-100 km/h in less than 4 seconds

Performance Spyker Double12 S

Top speed Depending on desired engine power between
300 km/h (187 mph)(Stage I) and 345 km/h (215 mph)(Stage V)
Acceleration 0-100 km/h in 4.5 seconds (Stage I) or 3.8 seconds (Stage V)

Price

Double12 R from Euro 300.000,- (excluding taxes and ex factory(depending on clients specifications
Double12 S from Euro 265.000,- (Stage I) to Euro 350.000,- (excluding taxes and ex factory)