



Media information

SPYKER CARS – THE HISTORY

ZEEWOLDE, MARCH 2013 -- The Spyker company was founded in 1880 by two Dutch brothers, Hendrik Jan and Jacobus Spijker, who were blacksmiths by profession. At first, the ambitious brothers concentrated on building and maintaining carriages in Hilversum.

In 1898, the Spijker brothers built their first Benz-engined motorcar with which they won immediate acclaim for the craftsmanship of their bodywork. In the same year, they experienced their first major highlight when the opulent "Golden State Coach" was delivered to Queen Wilhelmina of the Netherlands. The famous coach is still used today by the Dutch Royal family at special occasions such as the annual opening of Parliament.

In 1903 Spyker introduced its advanced 60/80 HP automobile. This was the first ever vehicle to feature a six-cylinder engine, permanent four-wheel drive and four-wheel brakes.

The company's image was further enhanced 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. The car, and its French driver, Monsieur Godart, overcame astonishing adversity on a route never before tackled by motor cars, finishing in second place. His branded Louis Vuitton luggage is possibly the first example in history of the sponsorship of a rally raid car. The relationship with the French couture house – exclusive in the motor industry – continues today with exclusive made-to-measure luggage available as an option for buyers of modern Spykers. On 10 June 2007, exactly a century after the start of the first 1907 raid, a replica Spyker 14/18HP Tourer, supported by the Spyker Cars, successfully completed the Peking-to-Paris raid in two months.

Spyker introduced a new type of engine in 1910. This was a mono-bloc four cylinder unit with remarkable transverse camshafts, designed by engineer Joseph Lavolette. The 12hp engine had one camshaft placed between the two pairs of cylinder; the bigger engines had two, each servicing two cylinders.

Four years later, in 1914, Spyker merged with the Dutch Aircraft Factory N.V. and the axiom became: "Nulla Tenaci in via est via": for the tenacious no road is impassable. During the First World War, 100 Spyker fighter planes and 200 aircraft engines were produced. After the First World War in 1919 a two-seater car, the C1 "Aerocoque", was shown for first time. It was intended as a show car but was also produced on a very limited scale. It had extrovert streamlined bodywork inspired by aircraft design. A standard C4 (chassis number C41, engine number 3201) established a new endurance record in 1921. It drove continuously for thirty-six days, covering thirty thousand kilometres and earned the name "Tenax".

By 1922, renowned racing driver Selwyn Edge felt technology had progressed enough to attempt to break the average speed record he had set in 1907. He chose a Spyker C4 fitted with streamlined racing bodywork for the challenge, succeeding by driving at an average of 120kph (74.5mph) during two 12-hour periods.

In 1925, 45 years after it was first formed, the original Spyker Company ceased to exist.

Seventy-five years after the original company disappeared, the brand was resurrected. In 2000 the new Spyker Cars NV unveiled the Spyker C8 Spyder at the Birmingham Motor Show. The Spyker C8 Double12 R, Spyker's Le Mans endurance racer, was launched in 2001 during the IAA in Frankfurt. A street-legal version of the C8 Double12 R was introduced in 2002: the C8 Double12 S.

Two years later Spyker made an initial public offering (IPO) and on 27 May 2004 the company was listed at the Amsterdam Stock Exchange (ticker symbol SPYKR) Euronext Amsterdam.

In racing, 2005 saw the Spyker C8 Spyder GT2R (chassis number 046) win a major victory and a podium place, finishing second in its class (LMGT) during the LMES 1000km of Nürburgring, Germany. In the same year, the same Spyker C8 Spyder GT2R won its second podium place, finishing second in its class (GT2) in Dubai during a FIA GT race.

Also in 2005, the Spyker C8 Spyder was chosen by the luxury lifestyle magazine Robb Report as one of its ultimate gift recommendations. The annual 'Robb Report Ultimate Gift Guide' features only twenty-one extraordinary gifts with several once-in-a-lifetime opportunities, and on this occasion represented a record combined value of more than \$750 million.

In 2006 Spyker was chosen as "Luxury Sports Car of the Year" by the members of China's third largest portal and Asia's leading instant messenger QQ.com. Furthermore, the leading Chinese publication, Hurun Report (Chinese equivalent of, for instance, Fortune magazine), awarded Spyker second place on its list of "Favourite Sport Cars" in Beijing. The Spyker D12 (since renamed the D8) Peking-to-Paris, a Super-SUV, made its worldwide debut during the 2006 Geneva Motor Show.

The production version of the Spyker C8 Aileron, the second generation Spyker sports car made its debut at the 2009 Geneva Motor Show. Later in the year the Spyker C8 Aileron Spyder concept was unveiled at the globally celebrated Pebble Beach Concours D'Elegance in Monterey, California. Spyker Squadron enjoyed a fabulous season, finishing third in the overall standings of the Le Mans Series and fifth in class in the 24 Hours of Le Mans.

In February 2010, production of the Aileron started at CPP in Coventry, UK, signaling the beginning of the transfer of all production and assembly of Spyker models to the UK.

After a few quiet years where the brand was focused on other projects, March 2013 marks the global resurgence of the Spyker brand with the introduction of the Spyker B6 Venator Concept, introduced at the 83rd Geneva International Motor Show. The introduction of the Spyker B6 Venator Concept marks the beginning of a new era for the brand, one that will include a significant increase in production led by a management team that has never been stronger.

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