



Specifics Spyker C8 Laviolette

Body

Glass canopy

The Spyker C8 Laviolette is a fixed head coupe, technically mirroring the C8 Spyder. This elegant car offers all the excitement of driving in a high power sports coupe, its glass canopy reminiscent of that of a modern jet fighter. The roof construction guarantees perfect visibility and offers almost the same open-air feeling as the open top Spyder.

The name C8 Laviolette pays tribute to Joseph Valentin Laviolette, the Belgian engineer who was responsible for the development of the first Spyker models in the early years of the 20th century, including the spectacular Spyker 60HP, the world's first six-cylinder four wheel drive car.

Like every Spyker, the C8 Laviolette has a beautifully proportioned body. The roofline is extended by the rear window, which gives the car the same pure lines as the C8 Spyder. A subtle design detail is the air duct in the roof, unique to the Laviolette and the C8 Double12. It feeds cool air into the engine air intake, but also enhances the jet fighter looks of the glass canopy. The Laviolette has the same powerful Audi V8 engine and F1-style suspension as the C8 Spyder, but the engine output may be increased up to 450 HP.

Specifications Spyker C8 Laviolette:

Kerb weight:	1275 kg (2358 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:	80 litres (17,5 gallons)

Gracious lines

The Spyker C8 Laviolette was the second car Spyker introduced after the award-winning introduction of the Spyker C8 Spyder. The Laviolette was introduced at the Amsterdam Motor Show of February 2001. As its sister car, the Laviolette is a compact, powerful design with its own, distinctive style. Thanks to its glass roof the Laviolette looks like the powerful coupe it is, but the roofline does not compromise the lines set down with the Spyder. The header rail, finished in polished aluminium, makes the car optically longer and lower, giving it a beautifully low stance.



Chassis

Lightweight yet strong

The Spyker C8 Laviolette shares the aluminium space frame of the C8 Spyder. As this was designed with the Spyder in mind, the Laviolette is fractionally heavier than its open top counterpart. But while the Spyker C8 Laviolette is a mere 25 kilograms heavier than the C8 Spyder, its more powerful engine ensures the same agility and handling.

Obviously, the same F1-approved safety fuel bags as in the other C8 models can be integrated in the left and right inner chassis members of the Laviolette as an option.

Interior

Comfortable

The roomy cockpit of the Spyker C8 Laviolette provides the high level of comfort and luxury Spyker drivers can expect from their cars. The car's driving experience is enhanced by its glass canopy, which ensures an excellent view to the outside world. The leather 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 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 Laviolette design. In the dashboard design the instrumentation catches the eye. The fascias of the gauges resemble the functional accuracy of a Switch watch, while the exquisitely detailed toggle switches provide visual clues to the racing heritage of this Spyker. As an option a dashboard designed by the renowned German watchmaker Chronoswiss may be ordered.

Driveline

Engine and transmission

The C8 Laviolette is standard equipped with a Stage I version of the powerful Audi 4.2 litre V8 engine, yet a Stage II 400 bhp version is available as an option. Thanks to its higher output the C8 Laviolette has an excellent power-to-weight ratio which gives the car its superb performance and, thanks to its high torque, optimal flexibility in any gear. A manual six-speed Getrag gearbox is standard, while a sequential six-speed gearbox is an option.



Engine specifications Spyker C8 Laviolette:

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

Every Spyker C8 Laviolette's Stage II engine is fine tuned and run in on Spykers own state-of-the-art Dynamometer, and the owner will receive a printout of the power curve upon delivery of the car.

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 Spyker C8 Laviolette can just as easily be set up for a long cross-country journey or a stint at the racetrack,

This not only makes the Spyker C8 Laviolette a very versatile car. It also reminds 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 Laviolette.

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's 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 Laviolette

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, 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	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	80 litres (17,5 gallons)

Performance

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

Price

From Euro 240.000,- (exclusive any taxes and ex factory)