



Specifics Spyker C8 Double12 S

Body

Designed for racing

The Spyker C8 Double12 is the flagship of the C8 series. Specifically designed and built to compete in the LM GT and GT-N (FIA) class, The C8 Double12 S continues Spykers racing heritage. The car's name refers to the Brooklands double twelve speed record set by race driver Selwyn Edge with a standard Spyker C4 in 1922.

The C8 Double12 S, unveiled at the grand opening of the new Spyker production facility in Zeewolde, the Netherlands, on March 21, 2002, is the road version of the Double12 R, which is built solely for racing. Both cars are based on the basic C8 design, which was adapted to cope with the strains and stresses of top-level endurance racing.

In comparison with its siblings, the body of the C8 Double12 S has been extended and widened, to enhance its aerodynamic profile and give it an even better handling on the track. To house the bigger wheels, wider wheel arches have been riveted rather than welded onto the car, a classical method of joining sheet metal to an aluminium construction, often used in the aerospace industry. It not only gives the car a beautiful distinctive appeal not seen anywhere for 50 years, but it is also a subtle reminder of Spyker's aviation heritage.

The Spyker C8 Double12 S takes the design language created with the C8 Spyder and the C8 Laviolette to an almost new set of extremes. The car retains the classical beauty of any C8, but emphasizes the masculinity of the basic C8 design, giving the Double12 S a completely new look, radiating speed and power but doing so in an understated manner.

Racing aerodynamics

The same logic of functional design that shaped the C8 Spyder and C8 Laviolette have been applied to the C8 Double12 S. The extended, redefined proportions of the C8 Double12, however, have resulted in a virtually new set of design values.

Almost all of the exterior details of the C8 Double12 S have been designed to enhance the body's aerodynamic capabilities, necessary for endurance racing. Extra louvers have been added to the wheel arches and sills, to optimise the airflow around the body and to enhance the cooling of the front and rear brakes. At the front, an air intake has been added, while at the rear a subtle spoiler –the R-version has a fully adjustable rear wing; an option for the C8 Double12 S - adds to the down force generated at high speed levels.

The C8 Double12 S is Spyker's ultimate expression of functional beauty in a high-tech package. From every angle the C8 Double12 S shows its performance potential, its high-speed capabilities, its superior grip and handling, its longer and wider body enhancing the C8's basic purity and adding to that an almost indefinable aura of racing DNA.



Chassis

Extended space frame

The aluminium space frame of the C8 Double12 S is based on that of the C8 Spyder, which has been developed for racing. The C8 Double12 chassis has been extensively modified to deal with the requirements of endurance racing, built to withstand the strains of competing in the most demanding type of racing.

The space frame has been lengthened and widened to allow for the engine to be placed in the frame as low as possible, allowing for dry sump lubrication. A safety fuel bag of 100-litre capacity is situated centrally in the space frame. Moreover, the chassis features a full-spec roll cage - in the R-version air jacks may be incorporated.

Interior

Spirit of Le Mans

Even if the Spyker C8 Double12 S is the road version of a full-blown race car, its interior offers the comfort and luxury of any C8 model. Every option available for the C8 Spyder or C8 Laviolette may be ordered for the C8 Double12 S. The sport seats are fitted with full racing harnesses, while the glass roof similar to that of the Laviolette coupe is standard.

Of course, the C8 Double12 S offers a unique addition to the driving experience offered by every C8. Encapsulated in the luxurious cockpit, with the spectacular sound of the race-bred V8 behind you, you feel the spirit of Le Mans, the feeling of endurance racing in its most extreme form. Even when cruising at a leisurely speed, you know that you are driving in a car that can make any road feel like the Mulsanne straight.

Driveline

Race engine

The C8 Double12 S features an engine that has been especially adapted to racing in the race classes Spyker competes in. In its design this engine takes the power and performance of this Spyker a step further. The high revving, short stroke 4 litre V8 is capable of producing a power output from 400 to more than 600 bhp, depending on the customer's wishes.

The engine is mated to a synchronised 6-speed helicoid cut gearbox. For the C8 Double12 R a straight cut dog ring 6-speed gearbox is available. In both versions a sequential gearbox, operated from the steering wheel F1 style, is optional.

Depending on the level of engine power the customer has chosen, the C8 Double12 S has a top speed between 300 km/h (187 mp/h) and 345 km/h (215 mp/h).



Suspension

Left to the office or right to the track?

Just like the C8 Spyder and C8 Laviolette, the C8 Double12 S features fully adjustable suspension in stainless steel, with which the owner can opt either for a comfortable ride or a racing set-up. As an option, multi adjustable Koni shock absorbers may be ordered, which enable the driver to set up his car for high-speed conditions even better.

The C8 Double12 S is fitted with beautiful forged 18" alloy multi-spoke rims (front tyres 27/65-18, rear tires 27.68-18) as a standard. The unique 19" Aeroblade™ wheels with central lock nuts are optional (front: 19x10 inch rims, rear 19x11 inch rims).

Even more than the other Spykers, the C8 Double12 S is a car that leaves its owner with a constant dilemma: shall I go left to the office or right to the track?



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)