



Appendix to press release

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Donkervoort D8 GTO - Individual Series

Q&A with Managing Director, Denis Donkervoort

Q. Denis, the D8 GTO Individual Series marks a sharp turn in Donkervoort product planning. Why did you go down the road of pulling everything out to put it back in?

A. We didn't pull everything out to put it back in. It's an Individual Series for individuals. We pulled some things out so customers could put back in only the ideas they wanted, rather than what people assumed they should have.

That's what makes it the Individual Series.

Not everybody wants this to go with that and another part, even if our figures show most people buy those three things together, for example.

It's an individual choice to make an individual car.

Q. Where people asking for the D8 GTO Individual Series, or is it an idea you had to let the customer go crazy with the options?

A. It's a little of both. It's not as though people want to go crazy with options, but that people in luxury products want something unique, that is truly their own.

We have always had incredible flexibility in what we deliver customers, but the D8 GTO Individual Series allows us to take that to a new extreme.

Q. Is the D8 GTO Individual Series going to be the final model of the D8 GTO family?

A. Yes. Next question.

Q. It's hard to miss that the D8 GTO Individual Series doesn't have any hybrid electric power or full electric power. Why not, and is it coming?

A. Our customers have told us that, for now, they're more interested in the five-cylinder power the D8 GTO Individual Series has.

The customers are telling us they want the pure emotion now, before maybe other things will come in their future.

For an ultra lightweight car that generally isn't doing 30,000km of commuting each year, the emissions from a Donkervoort are very small compared to any of our competitors.

Our product is so light we have low CO2 anyway. Compared to our competitors, there is no need for us to rush to achieve low CO2 emissions, but if you have a car that weighs 1500-1600kg, you need to do hybrids because the emissions limits are harder and harder to achieve for them.

Our car is (among others) being used as a track-day car, so the whole usability of the car will be lost if we have a battery which doesn't allow us to do track days the way we do them now.

And the current technology is way too heavy for our philosophy.

Q. Tell us more about the tie-up with Abt. They are known Audi partners, aren't they?

A. Yes, they are, which is equally appropriate for us. The simple part of the Abt tie-up is that our powertrain development department worked with their engineers to create this specification for the D8 GTO Individual Series and they build it for us.

We have been working with the Audi Sport five-cylinder engine for a decade, so we know it inside and out and our engineers know how to get the best out of it.

Q. Is a five-speed gearbox really sophisticated enough in this day and age of six-, seven-, eight- and even nine-speed gearboxes?

A. Donkervoorts are as sophisticated in their gearboxes, as they are in every other piece of their engineering.

The truth that nobody likes to talk about is that extra gears mean extra weight in cogs, linkages, clutches, cooling and lubricants.

And we don't like our cars to carry a gram of weight that isn't necessary.

So, for us, with so much torque from very low revs spread almost up to the power peak, we only need five speeds to get the best performance.

Q. What are the customization limits to the D8 GTO Individual Series?

A. We have two limits: the customer's imagination and the European Union's legal framework.

Anything inside those parameters, more or less, we can pretty much do.

Q. How much more power can you extract from the five-cylinder turbo engine?

A. For now, this is it. For now.

Our concern is not just for the straight-line performance, but the noise, vibration and harshness levels, throttle response and the durability of the engine over many, many seasons of road driving and track days.

Within those parameters, this is as much power as it has to safely give.

Q. In your view, what is the ideal future powertrain for a small series supercar manufacturer for the second half of the Twenties? What qualities must it have?

A. There's no single solution that we can see.

For electric, if there would be a battery that was lighter, but recharged so fast that you didn't have to carry more weight of battery than you needed for 15 or 20 laps of a fun circuit.

That way we could keep the car light, with all the handling, lap-time and durability ideas that come with it.

There could be a combination of a combustion motor with an electric motor and battery or supercapacitor.

That would give a range of two powertrains for two price points.

There are also synthetic fuels that are worth investigating, that could keep combustion motors viable.

Q. Everybody knows how fast Donkervoorts are, but just how luxurious could a customer make a D8 GTO Individual Series if they really wanted to?

A. Again, there's no limit. If a customer wanted no wind in the cabin, we have a solution. If they want the gentlest ride quality, we have a way to do that, too. Or if they wanted the car entirely 'bran

Q. You've just finished sales of the D8 GTO-JD70 R. Can Donkervoort make an Individual Series even faster than that?

A. Well, we are Donkervoort and we always go forward. Of course we can.

Q. How has Covid-19 effected the operations at the Donkervoort factory?

A. Like everybody, we have had our ups and downs with staffing and supply and lockdowns.

Donkervoort has been around long enough to understand that crises will come and, if successfully managed, go.

In our history, we have always come with a new model after (or even during) a crisis. Instead of shutting down, we invested and created something new for after the crisis.

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About Donkervoort Automobielen:

Founded by Joop Donkervoort in 1978, Donkervoort Automobielen is based in Lelystad, in The Netherlands. Now managed by his son, Denis, Donkervoort has sold more than 1500 cars and maintains a staff of more than 50. It earned sportscar credibility in 1988 when its D10 smashed the world acceleration record, then earned more when the D8 270 RS broke the Nürburgring Nordschleife lap record, with a 7:14:89 lap time, in 2005. Its cars range from comfortable tourers to harder-edged track models and besides sheer speed, the brand is also known for exacting attention to detail.

For more information, please visit www.donkervoort.com

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