

TRADE PARTNER EUROPE

AUTOMOTIVE REPORT 2013

GERMAN EXHAUST MANUFACTURER CAPRISTO AHEAD IN SUPERCAR EXHAUST INNOVATIONS



"WHEN PASSION MEETS SUCCESS"

Since 1986, TradePartner Europe Group, Automotive Branch have grown automotive industry networks alongside automotive media specialists, Tier 1 & 2 suppliers, aftermarket networks, enabling OEM and media players to use our US, Asian and European Media channels to assess, test and promote state-of-art technologies within the market. As a result, high-end and refined technologies developed by car industrial solutions manufacturers in Switzerland, Germany, Sweden, Finland, Italy and France have seen growth in their global worldwide export.

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Through the years, Trade Partner Media have been assessing, comparing and testing car parts, OEM solutions for the aftermarket.

Global market importers often use TradePartner expertise reviews to carry on further testing processes or finalize sales decision processes.

In 2010 the Automotive Media teams focused on the supercar aftermarket exhaust production and demand.

Initial tests were carried on Ferrari, Porsche, Lamborghini Murcielago and Lamborghini Gallardo cars to compare four of the best specialized exhausts manufacturers in the world: Tubistyle Italy, Kreissieg, Stebro and Capristo.

Tests were about performance, sound, quality, durability and customer service delivered by the manufacturer.

The four supercars were fitted with customized exhausts from the four specialists, and tested to the ultimate level of performance.

The contest winner was the company based in Sundern Germany, Capristo GmbH, they stepped ahead in the multi criteria processed tests.

Engineering, sound and performance were at the "Rendez-Vous" in the challenge ("The Roar of the Beasts" published article Copyright TPE MediaSpark 2010).

In 2013...

We have taken a look again at the exhaust market, the evolution... and more specifically at the evolution of the German company Capristo GmbH three years later.

Under short notice, we decided to pay a visit to the Sundern based company, not a courtesy visit, but a challenging visit with the target to put them on the testing bench to understand where they would stand in 2013, in terms of product innovations, quality control, engineering, product development, and Ethos.

Pressure is on the test bench!

The choice of the car for testing in 2013: the AUDI V10 R8 Spyder.

Our choice was based on the market evolution.

The market has gone through the turning point we predicted in 2010. Most OEMs were forced to adapt to climate changes and global environmental necessities to produce "eco friendly" motors for the planet.

Global warming, Governments, Investors and politics, funding Institutions have moved towards the same directions: modernity, pollution reduction, "clean" cars. In the US, Governments injected billions funds in the industry to support majors players Chrysler, General Motors. The crisis was tackled, and new type of cars emerged on American soil, economical, hybrid motors, and smaller cars.

The sports cars manufacturers followed the same line, bending over environmental necessities, meeting a new demand of customers.

The automobile landscape has been modified. Porsche, Ferrari, Aston Martin, Porsche, Maserati are being engineered with subtleness in lines, compact shapes, fitting the clean environmental landscape. Some perfect examples are the compact Mc Laren MP4-12C or Ferrari 458.

These days supercars may be also associated with "controlled sound".

We drove last week an Aventador in town, we noticed pedestrians raising their eyebrows with the V12 echoing in narrow streets. "What is the world coming to when you have to apologize for revving to Rev a V12 in town!"

Porsche or Maserati have understood the beautiful assets of their "sport mode" options: at the touch of a button you transform the quiet mode into a sports sound.

Nostalgic supercars fans moan that driving an oversized bulky supercar, loud at all times is not fashionable anymore.

Even the 24H Le Mans Legendary Car race run hybrid cars, silent and performing.



**Do NOT cross the circuit at night, you may be run over
by a silent bee on four wheels running at over 200MPH!**





For this test, we had the choice between a Lamborghini LP 560 or an Audi R8 Spyder V10.

It seemed judicious to look at the wide angle of the market and chose the Audi. Why?

The R8 is an iconic product. It is also the asset of Audi merchandising strategy. The car was promoted in multiple American movies (IronMan, I-Robot as a concept car).

The car features the state of the art technology, the know-how of Audi Industry and their excellence in supercar racing.

The R8 is the flagship of Audi's 41-model range, which begins with a £13,460 A1 SuperMini and ends with the new R8 GT Spyder £158,150

Discreet and compact the R8 inspires respect, in comparison to Porsche and other Ferrari rivals. It is also the everyday run-around you may dream of. It also delivers incredible agility, brilliant handling and staggering performance when you decide to put your foot down.

The fundamentals of the hand-built two-seater supercar remain, with an aluminum space frame into the middle of which is bolted a high-revving V10 petrol engine.

We regret the lack of interior refinement in the cockpit of the R8 V10 Spyder, standard Audi components all over and outdated equipment: an I-Pod connects to the Auxiliary insert with an external cable, with no space to stand in the cockpit except on your knee, not so convenient when you buy the supermodel of Audi.

No special logos on the seats. Even the steering wheel is standard, no inspired elements to remind you that you sit in a 120K value car, except a modest "R8" logo on the speedometer, associated with a stamped "V10" by its side, a reminder in case you forget you do not drive a TT.

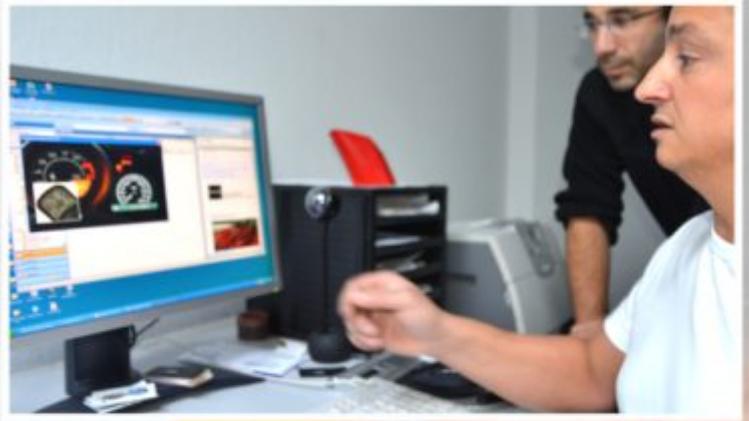
On the bright side of things, we are interested in the car performance, engine capability and sound.

This is where the R8 is the most comfortable.

Audi has managed to deliver a beautiful V10 sound in its original exhaust configuration, if you pull down the rear window behind the seats, the melody will come to your ears instantly.

We believe we can extract a better race orientated, more visceral engine note with other exhausts available on the aftermarket.

These days companies delivering aftermarket solutions for the Audi R8 in terms of sound, performance, design, aesthetic are for example Milltek, Akrapovic, Tubi, Eisenmann, or Quicksilver British Specialists.



What does Capristo offer in 2013?

To get the answer, our journalists brought the R8 to the Germans. Welcome back to mother land.

The Capristo GmbH Company HQ sits in Sundern, Hochsauerland district, in the heart of North Rhine-Westphalia, Germany.

On arrival our impression was outstanding: ultra modern premises standing with pride on the rolling green hills of this modest valley in Sundern.

Inhaber Antonio Capristo welcomed us personally and gave us a tour of his production facility.

The factory has been designed with efficiency, the lay-out of the premises enables efficient communication amongst personnel: staff can relay with each other efficiently in order to contribute to a better production.

In the warehouse, workshops, administration area, welding operation rooms, design and conceptualist departments, all teams working with the same fever like telepathy: their mission to deliver quality.

Our journalists attended every stage of the exhausts production from design to development until final testing on the Dyno.

A note of excellence for this workshop created as a real place with state of the art cooling technology specifically designed to reproduce realistic outdoor conditions for a car to run at full speed.

No doubt Capristo Company owns one of the best Dynotest we have seen worldwide competing easily with the best ones we have seen in the Emirates and the USA.



Keeping your technology ahead worldwide

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STAGE ONE:

Assessing the power of our donor car.

The Dyno proved our R8 to deliver 548 PS according to the German DIN (539,5 PS according to EEC), not too bad considering that most cars from series are underpowered - most of the time the power announced by manufacturers prove to be optimistic. In this instance our donor car from factory had more BHP than originally advertised on the box. Good work from Audi.



STAGE TWO:

The R8 original exhaust replaced by the dual valves sports system from Capristo.

The replacement work was undertaken by a couple of engineers who worked a few hours with precision in the pristine workshop.

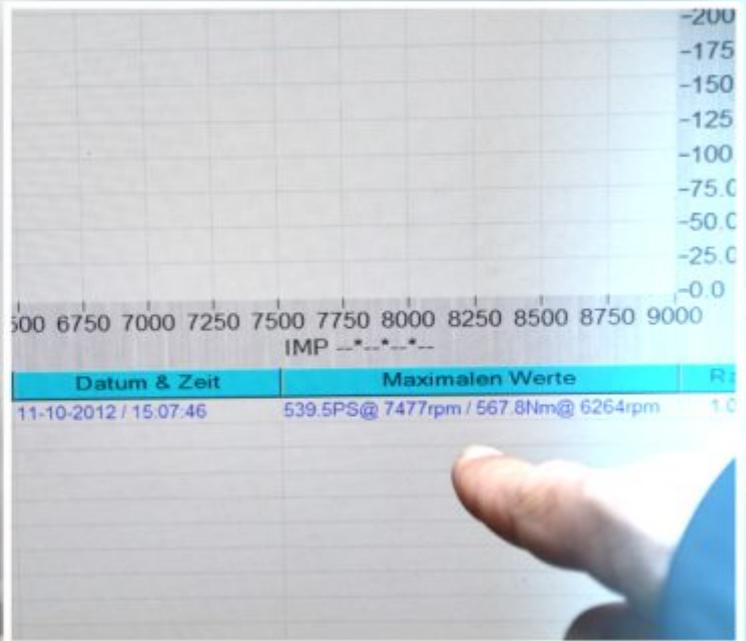
Our R8 was fitted with the Capristo exhaust, associated with the Remote Controlled Valve Operation Unit, controlled by a key-fob remote controller.

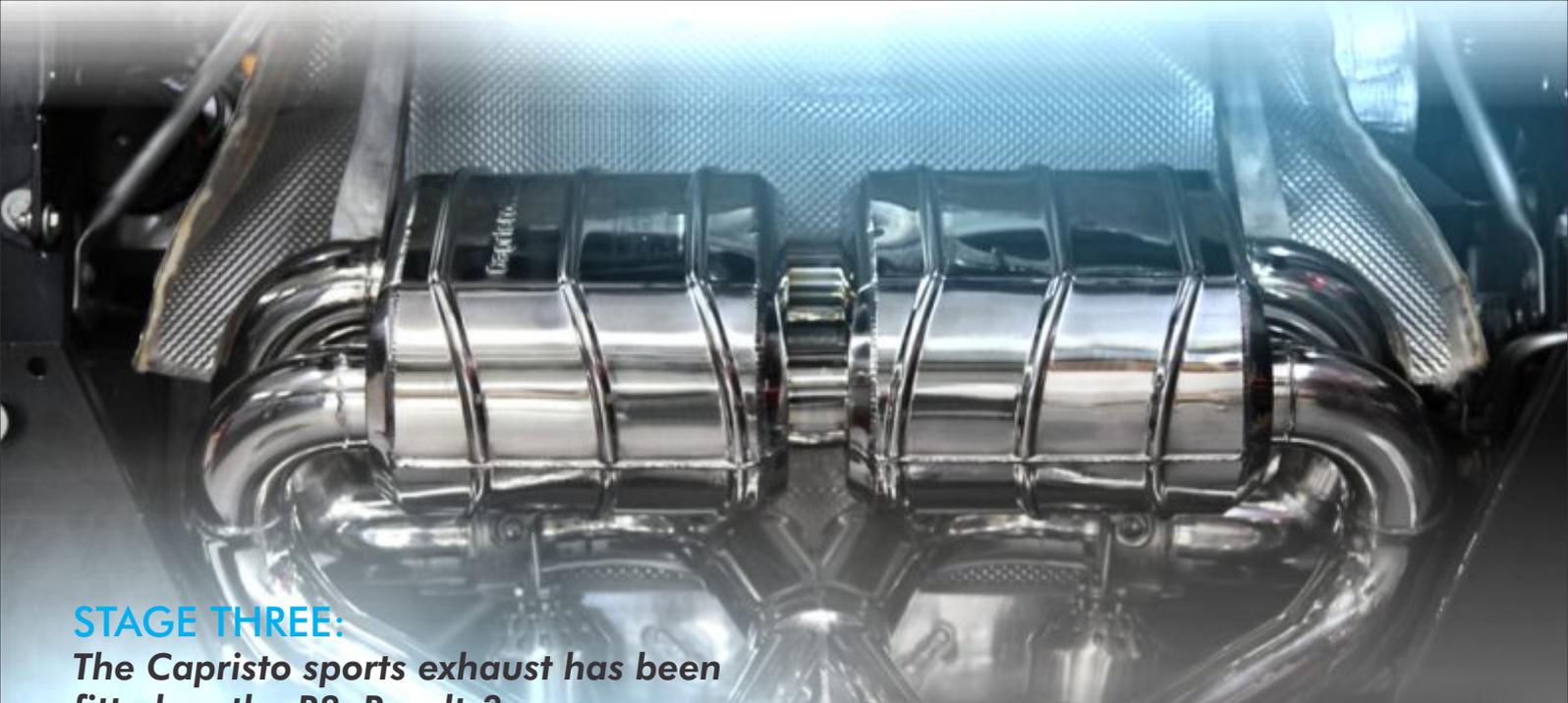
This enables to control remotely when the exhaust valves are open or closed.

This control unit provides the possibility to individually program the back pressure towards performance (Cruise mode / Sports mode / Open mode – the exhaust gas valves remain open).

The 3 levels can be customized in terms of back pressure in the system, so you can decide when and at which revs the valves will open, and keep your car quiet within EU noise homologation regulations. You can also switch it to the sports sound mode, according to your desires.

Clever, efficient system, whether you drive your wife to the theatre you choose the quiet (almost) mode, or you choose the loud mode which when activated through Capristo dual valves system delivers a brutal predator like sound which transforms the R8. This is what a sports car should sound like!





STAGE THREE:

The Capristo sports exhaust has been fitted on the R8. Results?

On the Dyno, performances were increased, not in the most spectacular fashion, but the power rose to 559 hp (PS), a noticeable increase.

Of course results would differ on other R8 models.

It is important to emphasize that all tests were carried using the most precise software and monitoring computers, extreme precisions to monitor ECU parameters, power data and engine feeding systems.

The engineers led by CEO Antonio Capristo show real skill to work on Audi cars, they are also able to improve original ECU parameters and to correct faulty valves parameters which may occur on original models.

Through the years their know-how has enabled the Sundern firm to reach out from a credible position of strength and to be able to occasionally work with original manufacturers such as AUDI and FERRARI, linking engineers to communicate on supercars features development.

A stamp of quality.

These days many people in the car business claim to be specialists to increase car power, they travel the world with their caravans, plugging laptops to your car electronics.

Results aren't sometimes at the level of expectations, and it may end up with messed up data and high petrol consumption.

We believe that upgrading a supercar should be carefully studied and done by a renown specialist.

Capristo is certainly this.



STAGE FOUR

For this operation, Antonio Capristo CEO himself took the reins of the task to show us what he was capable of doing with his own ECU expertise.

A couple of hours later, the R8 had overtaken the threshold of 602 BHP in the Dyno room

Mission accomplished.





Capristo



A few months later, since that R8 "bodybuilding" session was completed, the car has been performing with excellence, smoothly, no fault, petrol return is good. During various tests, the car has smashed in performance other R8 cars mapped from different sources.

Tariffs wise, Capristo products range remain in the brackets of their main competitors.

A good return on investment to get excellent sound and performance.

In 2013, a confirmed note of excellence for the performance of Capristo GmbH regarding their innovation, engineering work and customer service.

The same quality applies to their distribution network.

We will not hesitate to recommend UK distributor Scuderia Systems who are excellent in their knowledge of the automotive world and commit to customer satisfaction.

No doubt that in the future other technologies will emerge from growing Capristo GmbH.

We could see confidential cutting-edge products being developed in the pipeline.

When Car Passion matches Dedication, Innovation comes as a logical result.

The sound of CAPRISTO will echo certainly in the automotive world.

If you are an innovative solution manufacturer and intend to communicate worldwide, promote or evaluate your technology, please contact our Europe London UK HQ.

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