



CUSTOMER SERVICE DIVISION



THE ASTON MARTIN VIRAGE 6.3 LITRE CONVERSION



By Appointment to
His Royal Highness the Prince of Wales
Motor Car Manufacturer and Repairer
Aston Martin Lagonda Limited
Newport Pagnell

It is well known that motor racing improves the breed – an attribute that Aston Martin has been able to boast since its first model of 1914. The rigours of top class competition cannot be overstressed, success on the track requiring the ultimate in engineering and technological skills. When the lessons of racing are passed back to production cars, the results can only be beneficial. So it is with the Virage 6.3 Litre.

The late 1980's marked two significant milestones for Aston Martin: first there was the launch of the Virage, the company's first all new model for 20 years, while second was Aston Martin's official return to international sports car racing after a 25 year absence.



The racing programme, in which Aston Martin AMRI Group C machines contested the 1989 World Sports Prototype Championship, including the gruelling Le Mans 24 Hours, saw the capacity of Aston Martin's all alloy V8 engine increase from 5.3 to first 6.0 and then 6.3 Litres.

A 6.3 Litre option pack for the V8 Vantage road car soon became available from the Customer Service Division, combining stunning performance with modified suspension and brakes. When the Virage appeared with the V8 in four valve rather than two valve per cylinder form it was only natural that it too should be offered with 6.3 Litre power – at 500bhp, 60 per cent more than standard.





Ignition On

ENGINE, TRANSMISSION, SUSPENSION AND BRAKES

Apart from the capacity increase from 5,340cc to 6,347cc, the engine features special Cosworth racing pistons, a new crankshaft, modified cylinder heads and new inlet camshafts. Combined with modified Weber/Alpha sequential fuel injection, an extensively re-mapped engine management system and special exhaust catalysts, the quadruple camshaft V8 produces its impressive 500bhp power peak at 6,000rpm. Equally important, however, is the maximum torque figure, a substantial 480lb.ft at 5,800rpm – 40 per cent up on standard – allied to a very flat torque curve that realises at least 400lb.ft from as little as 2,500rpm.

Driving through a five speed ZF gearbox – six speed manual or three speed automatic transmissions are also available – the combination is sufficient to power the Virage 6.3 to 175mph, with 0-60 and 0-100mph acceleration taking just 5.5 and 11.5 seconds respectively.

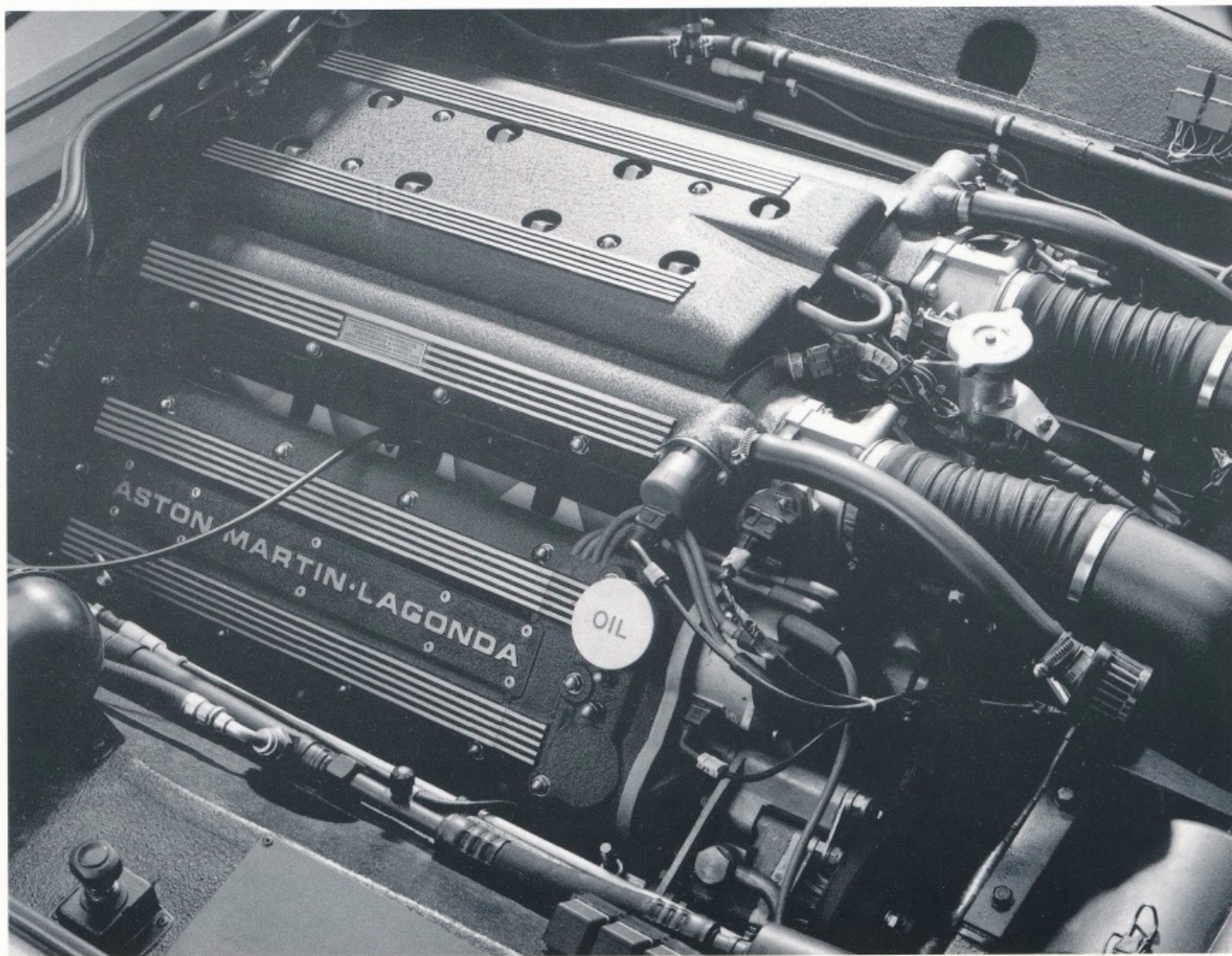


Naturally, such high performance necessitates complimentary suspension and braking capabilities. To ensure superb roadholding and handling, the Virage's already fine chassis is thus also uprated, yet not to the detriment of ride comfort. The wishbone/coil spring front suspension and the de Dion tube rear, with radius arms and

Watt linkage, boast rose joints all round together with uprated springs, special dampers, a larger front anti-roll bar and the fitment of an anti-roll bar at the rear. Detail geometry changes and improved steering rack mountings further enhance driver feedback, allowing the chassis to be enjoyed to the full.

Stylish, five spoke, 10.5x18 inch OZ alloy wheels with 285/45 ZR Goodyear Eagle tyres ensure adequate grip and traction. Clearly visible behind those wheels are ventilated and cross-drilled disc brakes derived from Aston Martin's AMRI Group C sports car, including the electronically controlled four channel anti-lock system.



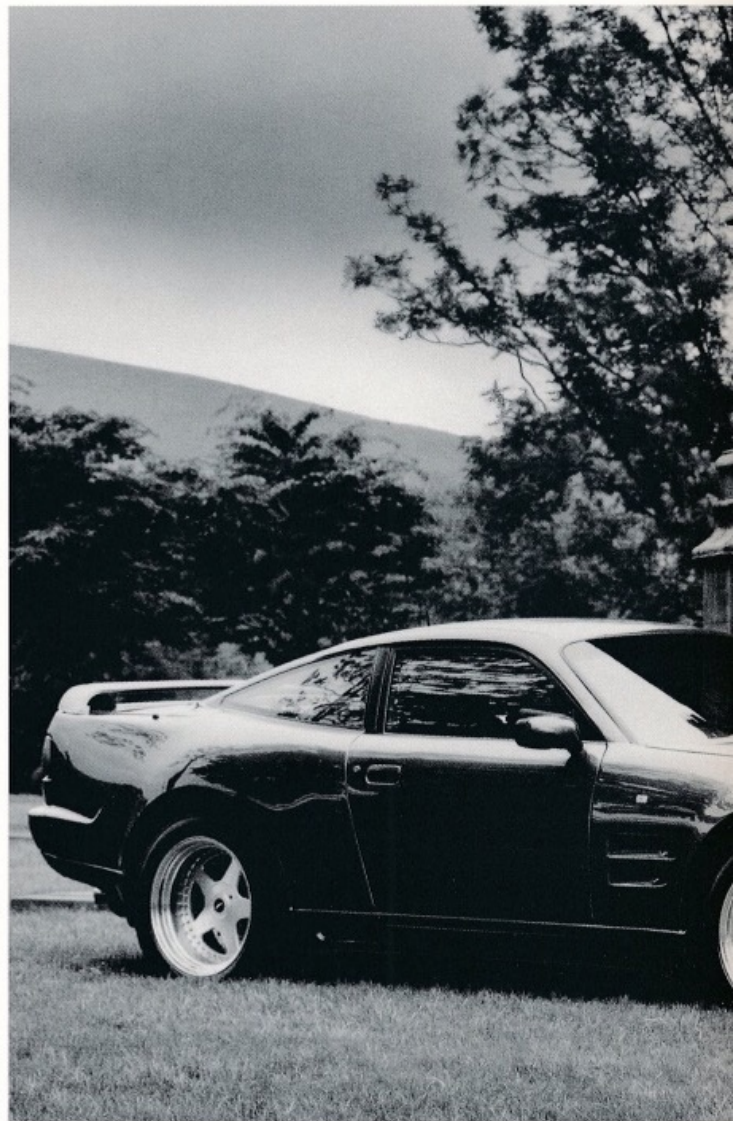


The Power and the Glory

BODY AND COACHWORK

At 14 inches in diameter, the front discs are the largest fitted to any production car and also feature four cylinder racing calipers. The combination provides immense stopping power, tests having recorded almost 1g under hard use!

To accommodate the wheels and tyres, the standard Virage's wheel arches are substantially flared using new aluminium panels. Hand-crafted as always, they are complemented by extended sills, a deep front air dam, extended rear valance and a boot-mounted spoiler. The result is a subtly aggressive appearance unique to the 6.3 Litre and unmistakably Aston Martin. Inside, the option of all the creature comforts Aston Martin owners have come to expect are enhanced by specially produced, Connolly hide-covered seats, incorporating adjustable lumbar support with multi-electrical adjustment. Further options include a state of the art mini-CD stereo system and even a miniature television and video monitor for rear seat passengers.





The Bodies Beautiful

