

ASTON MARTIN ONE-77

HALO PROTOCOL · COLLECTOR AUDIT · CARBON · PROVENANCE · COSWORTH V12

Compiled from public sources, the Aston Martin One-77, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a One-77 transaction: inspection reports, factory records, provenance files. It replaces nothing. The One-77 runs outside the normal range — 77 cars, trading through networks and specialists — and what it needs is a COLLECTOR AUDIT, not a classic used-car PPI: the register places it with the Ferrari F50, the McLaren F1 and the Carrera GT. Provenance is nearly more important than technical condition here, and the carbon structure outranks everything mechanical. Our standing recommendation is strict: Aston Martin themselves or a specialist with documented One-77 and composite experience. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & FACTORY RECORD

- ☐ Identity first: build number of the 77, complete factory documentation, build sheet.
- ☐ Ownership history traced — at 77 cars every owner is part of the file.
- ☐ Service history: annual services regardless of mileage, at the factory or the specialist.
- ☐ Factory record checked by chassis number: service campaigns, software levels, works updates.
- ☐ Original parts, paint and specification verified against the build sheet.
- ☐ Accident and repair history: complete engineering documentation — or the file closes.
- ☐ Tyre age and battery/maintainer regime documented.
- ☐ Every document photographed and archived — provenance is the value.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Battery health first: voltages before any electronic finding counts.
- ☐ Cold start filmed: the Cosworth V12 even, oil pressure clean, no smoke.
- ☐ Clutch values READ OUT: wear number, adaptations — never guessed.
- ☐ Graziano: shift behaviour through the range, actuator sounds, calibration verdict.
- ☐ Carbon walk in raking light: tub edges, sills, splitter, diffuser, doors, bonnet.
- ☐ CCM discs sighted: surface, cracks, chipping — photographed.
- ☐ Dampers and geometry: ride verdict on the drive, no series problem expected.
- ☐ Electronics round: instruments, modules, windows, A/C.
- ☐ Standing-time evidence read honestly: fluids, tyres, seals.
- ☐ Interior originality: leather, carbon, instruments — wear is secondary.

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C · SPECIALIST SCOPE (MINIMUM)

- ☐ Aston Martin or a specialist with documented One-77 and composite experience — nothing else.
- ☐ Carbon structure: composite NDT on any doubt — monocoque, bonds, crash structure.
- ☐ Compression and leakdown; oil pressure verified warm.
- ☐ Clutch and actuator: wear reading, hydraulic pressure, calibration assessment.
- ☐ CCM measured: remaining thickness — a number and photographs.
- ☐ Full diagnostic scan; software levels recorded against the factory record.
- ☐ Fluids assessed by calendar, not mileage.
- ☐ Battery load-tested; quiescent drain measured.
- ☐ Provenance dossier cross-checked line by line with the car.
- ☐ PPI cost at this level follows the car, not a rate card — budget at hypercar scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The V12 is the certainty: the money lives in the carbon, the clutch, the ceramics — and above all the provenance.

- ☐ Any carbon finding: factory-level engineering verdict before any price is discussed.
- ☐ Clutch due at 750 Nm: quoted via the specialist — the calibration is part of the job.
- ☐ CCM wear: very high five figures — measured and priced before purchase.
- ☐ Documentation gaps: priced as PROVENANCE RISK, not paperwork.
- ☐ Standing-time backlog: fluids, tyres, seals — a package, quoted.
- ☐ Originality deviations: every one named, documented and priced.
- ☐ Negotiate from the provenance dossier: the file outranks the odometer entirely.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon repair without complete engineering documentation.
- A gap in the ownership or factory record at 77 cars.
- Clutch values unavailable, or calibration history unknown.
- CCM condition presented without measurements.
- A "serviced" collection car with calendar-aged fluids.
- Originality claims without the build sheet to prove them.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The collector dossier archived: factory record, carbon verdict, clutch reading, CCM measurements, provenance file.
- ☐ Maintainer permanent; annual-service rhythm set regardless of mileage; A/C run schedule established.
- ☐ The Aston Martin relationship established — the One-77 is owned inside the factory system.

"The One-77 is bought as a document with a Cosworth V12 attached: verify the carbon, read the clutch, and treat the provenance file as the car. Seventy-seven exist — the paper decides which one you own."

Deep dive: Supercar Models Paper 72 · Model File 72 · Owner's Intelligence series.

FINDINGS & NOTES