

ASTON MARTIN HALO COLLECTION

FOUR PROTOCOLS · VULCAN · VALKYRIE · AMR PRO · VALHALLA

Compiled from public sources, the Aston Martin halo family, 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 transactions across the Aston Martin halo family. It replaces nothing. Four cars, three worlds, and the protocols are never mixed: the VULCAN and the VALKYRIE AMR PRO are motorsport devices — hours, lifed components and crash history outrank every odometer. The road VALKYRIE is the most extraordinary ownership case in the register — street-legal, but with the maintenance logic of a race car. The VALHALLA is the scalable one: 999 cars, a young fleet, a baseline file. Our standing recommendation is strict: Aston Martin, its authorised hypercar service, or the motorsport specialist the factory itself recognises. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · VULCAN & AMR PRO · RACE INSPECTION

- ☐ Identity first: chassis of the 24 (Vulcan) or 40+2 (AMR Pro); AMR-Pro-upgrade status factory-documented.
- ☐ The logbook replaces the service book: engine hours, gearbox hours, suspension hours, track events, offs, rebuilds.
- ☐ Engine: leakdown, compression, oil analysis, over-rev data, temperature history.
- ☐ Sequential gearbox: dog condition, actuator, clutch wear, rebuild history — no road-car logic.
- ☐ Safety equipment dated: fire system, harnesses, cutoffs.
- ☐ Aero and floor: strikes, repairs, calibration — with engineering documentation.
- ☐ Factory track-support history: events, instructors, works involvement.
- ☐ Support equipment inventoried: stands, tools, spares, transport gear.

B · VALKYRIE · OWNERSHIP & LIFING AUDIT

- ☐ The published service schedule mapped onto THIS car: which step is next, what was done, what is overdue.
- ☐ Lifing status read: gearbox (≈50,000 km), halfshafts (≈100,000 km), centerlock count (≈10,000 km/5 changes).
- ☐ 26V359 checked by VIN (track-suspension cars): revised master cylinder fitted.
- ☐ Factory history: engineer visits, component returns, authorised-service record — the value file.
- ☐ HV baseline: battery, inverter, e-motor, isolation, SOC history — calendar ageing watched.
- ☐ Clutch and Ricardo box: wear reading, e-assisted take-off behaviour, calibration.
- ☐ Ground-effect floor and tunnels sighted — every underbody mark is aero-relevant.
- ☐ Track Performance Pack cars: second body set, titanium brakes, magnesium wheels, aero discs — completeness verified.
- ☐ Wheel-change history: who, with what procedure — taken seriously.
- ☐ UNLEASHED/event history documented.

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C · VALHALLA · BASELINE PROTOCOL

- ☐ Identity: build number of the 999, delivery date, specification.
- ☐ Full scan with software baseline archived — the future comparison datum.
- ☐ HV baseline opened: SOH, cell delta, isolation, all three e-motors.
- ☐ DCT and e-diff: adaptations read, function tested — no invented problems.
- ☐ Active aero and brake-by-wire cycled and verified.
- ☐ Campaign status by VIN — young fleet, watched HIGH.
- ☐ Battery and storage regime set per handbook.
- ☐ No failure claims: the fleet is too young — baselines, not allegations.

D · PRICE & INVESTIGATION ITEMS

The cost split is register law: published schedule (Valkyrie) — quotes only (Vulcan, AMR Pro) — no base yet (Valhalla).

- ☐ Valkyrie: overdue schedule steps priced from the published figures — a six-figure backlog is real, not theoretical.
- ☐ Valkyrie lifed parts due: gearbox, halfshafts, centerlocks — quoted before purchase.
- ☐ Vulcan/AMR Pro: every service line by factory or motorsport quote — web averages rejected.
- ☐ Rebuild-interval proximity on track cars: the rebuild IS the negotiation.
- ☐ Missing factory history: priced as provenance risk on all four.
- ☐ Track-pack completeness (Valkyrie): missing parts sourced at factory level.
- ☐ Open campaigns: closed before money moves — 26V359 without exception.
- ☐ Negotiate from the ownership file: support history, lifing status, factory record.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A Valkyrie with unclear service-schedule position or unknown lifing status.
- Centerlock or wheel-change history undocumented.
- A track car (Vulcan/AMR Pro) sold on kilometres with no hours ledger.
- Carbon or floor repair without engineering documentation — on any of the four.
- Factory history gaps explained away on a factory-supported car.
- 26V359 unverifiable on a track-configured Valkyrie.
- Cost expectations anchored on implausible web figures.
- A seller who resists the factory- or motorsport-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The ownership dossier archived: schedule position, lifing status, factory record, baselines, support history.
- ☐ The factory relationship established — these cars are owned inside the system that built them.
- ☐ Next service step and next lifed component calendared — the file runs the car.

“Four cars, one law: the file outranks the odometer. Buy the Valkyrie’s schedule position, the Vulcan’s hours ledger, the Valhalla’s baseline — the machinery is the easy part.”

Deep dive: Supercar Models Paper 73 · Model File 73 · Owner’s Intelligence series.

FINDINGS & NOTES