

ASTON MARTIN Q / COACHBUILD

THREE LEVELS · DONOR PPI · BESPOKE LAYER · COLLECTOR AUDIT

Compiled from public sources, the Aston Martin Q/coachbuild few-offs, their 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 Aston Martin's Q and coachbuild few-offs. It replaces nothing. These cars run outside the normal range — 110 Valour, 38 Valiant, one Victor, 88 V12 Speedster — and the register reads them on three levels: the DONOR or platform PPI they inherit, the COACHBUILD-SPECIFIC layer that is genuinely their own, and the COLLECTOR AUDIT that decides the money. One rule stands above all three: when a bespoke Q component was damaged, replaced or repaired, technical function alone is NOT enough — origin, repair method and works documentation must be verified. Our standing recommendation is strict: Aston Martin, Q, or the specialist the factory recognises. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · LEVEL 1 · DONOR / PLATFORM PPI

- ☐ Reference chain identified first: Zagato → V12 Vantage · Speedster → DBS Superleggera/Vantage · Valiant → Valour · Victor → One-77/Vulcan · Valour/DBR22 → platform family.
- ☐ The donor file's full protocol run on the inherited technology — engine, gearbox, chassis per the base register file.
- ☐ Donor-family VIN and campaign history checked — without constructing few-off recall statistics.
- ☐ Battery, standing time and fluids per the collector-fleet doctrine.
- ☐ ROAD CAR vs COMPETITION PROVENANCE separated where racing sisters exist (V12 Zagato).

B · LEVEL 2 · THE BESPOKE LAYER

- ☐ Carbon and aluminium bodywork in raking light — repairs documented, CARBON_REPAIR_HISTORY separate from PAINTWORK.
- ☐ Manual cars (Valour/Valiant/Victor): clutch bite and slip under 715–745 PS, synchros, linkage, transaxle seals.
- ☐ Valiant: ASV dampers — factory calibration, leakage, replacement history; not an aftermarket part.
- ☐ Valiant: magnesium wheels (cracks, corrosion, runout, coating) and propshaft inspected.
- ☐ Valiant/DBR22: 3D-printed rear subframe — factory/Q judgement after any impact.
- ☐ Speedster: centerlocks — history, threads, torque procedure, wheel damage.
- ☐ Open cars (Speedster/DBR22): weather exposure, drainage, leather, switchgear, tonneau completeness.
- ☐ CCM measured on every car that carries it — numbers and photographs.
- ☐ Speedster/DBS Zagato: SA-01-1664 seat-latch action verified by VIN in the dealer system.
- ☐ Titanium exhaust (Valiant): mounts, welds, shields, coating after track use.

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C · LEVEL 3 · COLLECTOR AUDIT

- ☐ Factory build sheet and Q commission documentation — complete, or the file closes.
- ☐ Build number verified against the run (110/38/1/88/...).
- ☐ Ownership history traced; specification and paint verified original.
- ☐ THE AUTHENTICITY RULE: every replaced or repaired bespoke part — origin, method, works documentation. Function alone is not enough.
- ☐ Original parts, accessories, keys, luggage, certificates inventoried.
- ☐ Factory service history: who worked on it, with what authority.
- ☐ Carbon NDT history where structure was ever in question.
- ☐ Every document photographed and archived — the paper is the value.

D · PRICE & INVESTIGATION ITEMS

The engines are the certainties — the money lives in the bespoke layer and the paper.

- ☐ Any bespoke-part finding: Q/factory quote — no normal parts matrix applies.
- ☐ ASV, magnesium or 3D-subframe findings (Valiant): factory supply chain, priced before purchase.
- ☐ Clutch due on a manual few-off: quoted with the bespoke transaxle in mind.
- ☐ Zagato bodywork damage: Zagato-specific supply priced realistically — harder than Vantage parts.
- ☐ Open-cockpit interior findings: water history priced as the serious point it is.
- ☐ CCM wear: measured and priced — the recurring big number.
- ☐ Authenticity gaps: priced as collector-value risk, not as repairs.
- ☐ Negotiate from the three-level file: donor health, bespoke layer, paper.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A bespoke Q part replaced with no origin or works documentation — functional or not.
- Carbon or subframe repair without factory/Q involvement documented.
- ASV dampers "serviced" outside the factory supply chain.
- Magnesium wheels with repair traces or missing coating.
- An open car with unexplained interior water evidence.
- SA-01-1664 unverifiable on a lightweight-seat Speedster/DBS Zagato.
- Competition provenance claimed without documentation (Zagato).
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The three-level dossier archived: donor baseline, bespoke-layer verdicts, collector audit.
- ☐ Maintainer, storage and preservation regime set — open cars covered, literally.
- ☐ The Q/factory relationship established — these cars are owned inside the system that commissioned them.

"Six cars, three levels, one rule: on a Q few-off, a part that merely works is not yet a part that belongs. Verify the donor, inspect the bespoke, and let the paper price the car."

Deep dive: Supercar Models Paper 74 · Model File 74 · Owner's Intelligence series.

FINDINGS & NOTES