

MODEL FILE 73 · ASTON MARTIN · GROUP FILE · HALO PROTOCOL · FOUR PROTOCOLS

VULCAN · VALKYRIE · VALHALLA

24 + 150/85 + 40 + 999 CARS · TRACK & ROAD · FOUR PROTOCOLS

THE COLLECTION IN BRIEF

THE SPLIT

Vulcan (24 cars, track-only — plus the AMR Pro upgrade package for existing cars) · Valkyrie Coupé (150) and Spider (85), road — with the AMR PRO as a genuinely different track-only car (40 + 2 prototypes) · Valhalla (999, road/track, in production since 2025). Three worlds, per the dossier: MOTORSPORT DEVICES (Vulcan, AMR Pro — hours, not kilometres), the EXTRAORDINARY OWNERSHIP CASE (road Valkyrie), and the SCALABLE ONE (Valhalla — the first Aston halo fleet big enough for real field data). The protocols are never mixed.

OWNERSHIP CONSTRAINTS & FACTORY SUPPORT

WHO WORKS ON IT

The section this family demands, new in the register per the dossier. VULCAN: factory motorsport and track support from launch — instructors, works support, owner events at COTA, Spa, Yas Marina, Silverstone. VALKYRIE: authorised hypercar service plus documented FACTORY ESCALATION — in the known German case a technician was flown in from England, and the engine was later removed and returned to the works: real factory-level field support, though NOT proof that every routine service must go to Gaydon — Aston points to its authorised network. AMR PRO: motorsport/factory. VALHALLA: much closer to normal dealer service — at 999 cars the concept has to scale. Above all of it: UNLEASHED, the official hypercar programme — F1 circuits, factory specialists, instructors, performance analysis, simulator: 2026 includes Paul Ricard, Red Bull Ring and Monza. Fields: FACTORY_SUPPORT_HISTORY, FACTORY_ENGINEER_VISITS, FACTORY_COMPONENT_RETURNS, AUTHORISED_HYPERCAR_SERVICE, UNLEASHED_HISTORY, TRANSPORT_HISTORY.

THE COST SPLIT · USABLE VS NOT

The dossier's discipline, adopted as register law. VULCAN: QUOTE ONLY — the web figures of "a few thousand dollars a year" are rejected as obviously implausible for an ≈820-PS track car with racing components. VALKYRIE: the one hard public datum — a PUBLISHED EARLY-LIFE SERVICE SCHEDULE of roughly £426,000 incl. VAT for the first 36 months (steps of £25k / £85k / £150k / £95k) — stored exactly as that, a published schedule, NOT a current fixed price. AMR PRO: factory/motorsport quote only — a seriously used season can plausibly run six figures, but no fixed number enters the database without car- and event-specific invoices. VALHALLA: no reliable long-term service base yet.

VULCAN · RACE CAR TECHNICAL INSPECTION

THE DEVICE

Not a road Aston: carbon monocoque, 7.0 V12 with ≈820 PS (800+ bhp), sequential racing gearbox, motorsport chassis and brakes — 24 built. What does NOT matter: infotainment, comfort electronics, classic long-term faults. What counts: ENGINE HOURS (leakdown, compression, oil analysis, valvetrain, over-rev, temperature history), GEARBOX HOURS (actuator, dog condition, clutch, rebuild history — never judged with ZF or Sportshift logic), suspension revisions, damper service, brake-disc life, fire system, harness dates, crash history, aero damage, underbody. FACTORY TRACK SUPPORT HISTORY is part of the service record.

THE AMR PRO UPGRADE

Not a new chassis — an upgrade package offered to the 24 existing owners: new front aero, dive planes, revised splitter underside, dual-plane rear-wing concept, weight reduction, shorter gearing. Fields: AMR_PRO_UPGRADE = YES/NO, FACTORY INSTALLATION DOCUMENTED — an undocumented conversion is a finding, not an upgrade.

VALKYRIE · THE EXTRAORDINARY OWNERSHIP CASE

THE CAR & THE ECONOMICS

Cosworth 6.5 V12 with hybrid assistance, Rimac-based battery (1.68 kWh per Top Gear), 7-speed single-clutch Ricardo gearbox — the e-motor assists take-off expressly to spare the clutch — carbon monocoque, extreme ground effect. And the file's headline, per the dossier: the Valkyrie has a COMPLETELY DIFFERENT COST STRUCTURE from practically every other Aston. The purchase price is the entry ticket: a car with an overdue major service, unclear gearbox status, old centerlock components and missing factory history can carry a SIX-FIGURE technical backlog — documented by the published schedule, not a theoretical "hypercar tax".

LIFED PARTS & THE WHEEL
RULE

The register's first road car with motorsport lifing, per the published owner documentation: GEARBOX overhaul at ≈50,000 km · rear HALFSHAFTS at ≈100,000 km · CENTERLOCK nuts/cones at ≈10,000 km or five wheel changes. Fields: GEARBOX_LIFE_STATUS, HALFSHAFT_LIFE_STATUS, CENTERLOCK_CHANGE_COUNT. Even the WHEEL CHANGE is not trivial — the documented German dispute included the accusation of self-performed wheel changes: one case is not a factory rule, but WHEEL_CHANGE_PROCEDURE is taken seriously.

OWNER CASES ≠ FLEET
STATISTICS

The register carries the documented German owner case at its real size: coolant loss, water-pump problems, a defective door, failed entertainment, headset/microphone issues, the car long immobile — Aston disputes the framing. Classified: DOCUMENTED OWNER CASE, never COMMON FAILURE — there is no reliable evidence that Valkyries systematically develop water-pump or door problems. HV block per register standard: battery, inverter, e-motor, isolation, temperature management, SOC history — no P1-style battery series YET, calendar ageing watched. The AMR TRACK PERFORMANCE PACK (not the AMR Pro!): alternative front clam, second body set, titanium brakes, magnesium wheels, aero discs, ≈8% faster — a major collector point: AMR_TRACK_PACK, SECOND_BODY_PANEL_SET_COMPLETE, TRACK_PARTS_COMPLETE.

THE 2026 BRAKE RECALL

The current OEM point, verified: 26V359 — SEVEN US Valkyries in track-suspension configuration: under extreme track conditions a master-cylinder seal can deform, brakes can drag, heat builds, and in the extreme the adjacent carbon brake cooling is thermally endangered. Remedy: a revised master cylinder. CRITICAL where the VIN is affected — and a model case for how small and specific halo campaigns are.

AMR PRO & VALHALLA

AMR PRO · ANOTHER CAR

Not "Valkyrie plus wing": longer wheelbase, wider track, its own aero package, NO hybrid, a modified Cosworth 6.5 V12 to 11,000 rpm and ≈1,000 bhp, carbon wishbones, Perspex glazing — 40 cars plus two prototypes. The protocol is the Vulcan's: engine/gearbox/suspension hours, track events, crash history, floor strikes, brake life, fire system, harness dates. ODOMETER = SECONDARY.

VALHALLA · THE BASELINE
PROTOCOL

No longer pre-production: series production since 2025 — 152 deliveries in Q4 2025, more than 220 in H1 2026, roughly 500 planned for the year, 999 limited. Architecture: 4.0 flat-plane biturbo V8, three e-motors, 1,079 PS / 1,100 Nm, AWD, new 8-speed DCT, e-diff, active aero. And the W1 discipline applies: NO long-term failure list exists — battery, DCT, V8 or e-motor problems are NOT claimed, it is too early. Instead the baseline opens now: HV_BATTERY_SOH, CELL_DELTA, HV_ISOLATION, front/rear e-motors, 8SPD_DCT, E_DIFF, HYBRID_COOLING, ACTIVE_AERO, BRAKE_BY_WIRE, SOFTWARE_BASELINE — the comparison data of the future.

FACTORY ACTIONS & MARKET

THE RECORD

The campaign picture by protocol: Vulcan — track-only, outside the NHTSA world, factory technical campaigns by chassis instead. Valkyrie — 26V359 as the current point, plus technical campaigns by VIN. AMR Pro — vehicle-specific works actions. Valhalla — young fleet, recall status watched HIGH.

STATUS & THE RISK MATRIX

Risk matrix per dossier: carbon structure CRITICAL on the three hand-built cars, HIGH on Valhalla · track history CRITICAL on the motorsport pair · factory history CRITICAL everywhere except Valhalla (HIGH) · lifed parts CRITICAL on Vulcan/AMR Pro. Halo protocol: no market bands — single transactions, single files, and the ownership-constraints section above decides more value than any spec sheet.

4	£426k	999
Protocols in one file: two race inspections, the extraordinary ownership case, one baseline fleet	Published 36-month Valkyrie service schedule incl. VAT — the purchase price is the entry ticket	Valhalla cars: the first Aston halo fleet large enough to generate real field data

Sources: Aston Martin factory data (Vulcan 24/7.0 V12 ≈820 PS, AMR Pro upgrade package; Valkyrie 150 Coupé/85 Spider, Cosworth 6.5 V12 hybrid, Ricardo single-clutch, Track Performance Pack ≈8%; Valkyrie AMR Pro 40+2, ≈1,000 bhp, 11,000 rpm, no hybrid; Valhalla 999, 1,079 PS, production 2025–, deliveries per AM reporting; UNLEASHED programme incl. 2026 venues); Valkyrie published early-life service schedule ≈£426k/36 months and lifing (gearbox ≈50,000 km, halfshafts ≈100,000 km, centerlocks ≈10,000 km/5 changes) per published owner documentation — stored as PUBLISHED SCHEDULE, not current price; documented German owner case per press, classified as owner case not fleet pattern; NHTSA 26V359 (7 US Valkyries, master-cylinder seal, track configuration) verified September 2026. No bands per halo protocol — single files decide.