

MODEL FILE 74 · ASTON MARTIN · Q & COACHBUILD MASTER FILE · HALO PROTOCOL

Q · COACHBUILD · FEW-OFF

VALOUR · VALIANT · VICTOR · DBR22 · V12 ZAGATO · V12 SPEEDSTER

THE REGISTER IN BRIEF

THE COLLECTION

Valour (110 cars, the 110th-anniversary manual halo) · Valiant (38, the Valour evolved) · Victor (ONE car, the Q one-off) · DBR22 (Q coachbuild, extremely small — the register deliberately records NO invented number, because Aston published none) · V12 Zagato (small series, commonly cited at 61 road cars) · V12 Speedster (88). And a completeness note, carried as FORTHCOMING only: the VALEN — 150 cars announced, first deliveries planned Q2 2027 — enters the register as a name, not yet as a PPI.

THE THREE-LEVEL LOGIC

The file's architecture, from the dossier: LEVEL 1 — the donor/platform PPI each car inherits. LEVEL 2 — the coachbuild-specific layer: carbon, aluminium, aero, bespoke subframes, bespoke dampers, manual conversions, open cockpits, magnesium, unique electronics. LEVEL 3 — the collector audit: build sheet, Q documentation, ownership, specification, paint, original parts, accessories, certificates. For Valour and DBR22 the field is deliberately PLATFORM_FAMILY, not DONOR_MODEL — Aston combined existing architectures for new Q cars, it did not rebody a series shell. And the register's new AUTHENTICITY RULE: when a bespoke Q part was damaged, replaced or repaired, FUNCTION ALONE IS NOT ENOUGH — origin, repair method and works documentation are verified: at these populations a working but inauthentic part moves collector value.

THE DONOR MATRIX

The reference chains, as register cross-links: Valour → Aston 5.2 TT V12 family / modern front-engine platform · Valiant → VALOUR (the cleanest chain: it began as Fernando Alonso's request for a lighter, more extreme, more track-focused Valour) · Victor → ONE-77 structure + Vulcan-derived engineering (File 72/73) · DBR22 → DB11/DBS-era V12 architecture, strongly bespoke · V12 Zagato → V12 VANTAGE 2009–12, mechanical components OFFICIALLY confirmed shared · V12 Speedster → DBS SUPERLEGGERA + VANTAGE, platform combination OFFICIALLY confirmed (File 68/70/71 carry the bases).

VALOUR & VALIANT

VALOUR · THE MANUAL HALO

110 cars: 5.2 TT V12, 715 PS / 753 Nm, a BESPOKE 6-SPEED MANUAL with mechanical LSD — Aston calls the combination a first — full carbon outer skin, CCB. The file's own inspection point is exactly that manual: clutch bite, slip, pedal feel, gearbox noise, 1–2/2–3 synchronisation, linkage, differential, transaxle seals — with the clutch weighted FAR above a DB11 V12, because 715 PS run through a pedal. Carbon doctrine: CARBON_REPAIR_HISTORY recorded SEPARATELY from PAINTWORK — a repaint is not automatically negative, an undocumented carbon repair is. No Valour-specific systemic weakness is claimed: the population is too small and too young, and the file says so.

VALIANT · THE VALOUR
EVOLVED

38 cars, 745 PS, manual, mechanical LSD — and the biggest technical difference is the MULTIMATIC ASV dampers: adaptive spool valves, 32 discrete curves, and expressly NOT available in the open aftermarket — replacement runs through Aston/Q and the specialist supply chain: MULTIMATIC_ASV_STATUS, FACTORY_CALIBRATION, leakage and replacement history are mandatory fields. Then the materials layer: MAGNESIUM wheels (hairline cracks, corrosion, runout, prior repair, coating — HIGH) and the magnesium propshaft (≈9.5 kg saved) · the partly 3D-PRINTED REAR SUBFRAME (≈3 kg) — never judged like a normal Vantage subframe after an accident · the four-pipe TITANIUM exhaust with Zircotec coating (mounts, welds, shields, track heat). The dossier's PPI order is adopted: crash/carbon → magnesium → ASV → CCB → manual/clutch → aero → V12. The engine, again, is not the main risk.

VICTOR & DBR22

VICTOR · THE ONE-OFF

One car, from Q by Aston Martin — and the register treats it as the dossier demands: ONE-OFF / PROVENANCE AUDIT, closer to asset due diligence than to a PPI. The technical base is a mosaic, led on several levels: One-77 carbon-monocoque architecture · the One-77's 7.3 V12 family, extremely developed · Vulcan-derived motorsport engineering in engine, chassis, brakes and track hardware · a bespoke manual drivetrain. File 72 (One-77) carries the structural base — carbon tub, carbon body, Cosworth-derived V12, CCB, factory history — and every replacement part here is by definition Q/factory bespoke: no normal parts-cost matrix is meaningful.

DBR22 · THE Q COACHBUILD

Presented as a Q design study with the express intent of an extremely small production run — Aston published no series size, and the file keeps it that way. Technically: the modern bonded-aluminium architecture, heavily altered — 5.2 TT V12 (715 PS/753 Nm), 8-speed automatic, adaptive dampers, bespoke front/rear shear panels, carbon skin, and the 3D-PRINTED REAR SUBFRAME: REAR_SUBFRAME_STATUS = HIGH, factory/Q judgement after any accident. The OPEN COCKPIT adds the preservation layer: wind deflector, interior water damage, leather, electronics, trim, drainage — a DBR22 is more preservation-driven than any coupé. KNOWN FAILURE POPULATION = INSUFFICIENT, recorded as such.

V12 ZAGATO & V12 SPEEDSTER

V12 ZAGATO · THE CLEAREST CHAIN

The cleanest derivation in the file — Aston itself states the mechanical components are shared with the V12 VANTAGE: 5.9 naturally aspirated V12, rear-mid-mounted 6-speed manual transaxle, 398/360 mm CCM, V12 Vantage chassis technology. So the register does not reinvent: PPI_BASE = V12_VANTAGE_2009_2012, and the V12 Vantage VIN/service history is checked — but NO separate Zagato recall statistic is constructed unless a campaign expressly covers Zagato VINs. The ADDED risk is the body: hand-formed aluminium and carbon, the double-bubble roof, Zagato-specific panels — aluminium and galvanic corrosion, panel gaps, repairs: after an accident, Zagato parts supply is substantially harder than V12 Vantage supply. And one MI separation held strictly: ROAD CAR vs COMPETITION PROVENANCE — two works racers ran the Nürburgring 24h, and a customer car is not automatically a racing car.

V12 SPEEDSTER · 88 OPEN CARS

88 cars, and the platform sentence comes from Aston itself: the unique platform COMBINES ELEMENTS OF DBS SUPERLEGGERA AND VANTAGE. So: powertrain reference DBS Superleggera (5.2 TT V12, ≈700 PS/753 Nm, 8-speed automatic — turbos, cooling, oil, injectors, mounts; no Speedster-specific engine series) · chassis Vantage/DBS-derived with double wishbones front, multilink rear, adaptive dampers, Sport/Sport+/Track · body near-fully bespoke carbon: CARBON/ACCIDENT BEFORE ENGINE. New to the family PPI: 21-inch CENTERLOCKS (history, threads, torque procedure, wheel damage) and 410/360 mm CCM as the big cost block. The open cockpit carries the Elva parallel: one wrongly stored rainy day can do more interior damage than 50,000 km on a DBS — weather exposure, leather, switchgear, drainage, tonneau configuration.

SA-01-1664 · THE MODEL CASE

The one cleanly documented factory aftersales action in this file: SERVICE ACTION SA-01-1664 — V12 Speedster and DBS Zagato, certain VINs: on cars with LIGHTWEIGHT SEATS the warning for an unlatched backrest could fail to appear — inspection and, where needed, repair of the seat-latch switch. SA_01_1664_COMPLETE is a mandatory field. And it is exactly the register's lesson in miniature: few-off service information sinks in normal recall databases — the Speedster's aftersales documentation lives in NHTSA's TSB layer (the launch service-policy letter SPL-30-1515 sits there too), and the dealer-system query by VIN is the only reliable path.

FACTORY ACTIONS & MARKET

THE RECORD

Populations of 1 to 110 cars: the register constructs NO common-failure list for any of the six — that is the discipline, not a gap. OEM-documented and carried: SA-01-1664 (Speedster/DBS Zagato seats) · the Valiant's ASV dampers, magnesium components and 3D-printed subframe as genuine bespoke service points · the two official derivation confirmations (Zagato → V12 Vantage, Speedster → DBS Superleggera + Vantage).

STATUS

Halo protocol: no market bands — provenance, Q documentation and the authenticity rule price these cars, and the three-level logic keeps the files precise without redundancy. The Valen joins with its own file when customer cars exist.

3

PPI levels — donor/platform, coachbuild-specific, collector audit: precision without redundancy

1

Victor: the register's first true one-off — asset due diligence, not a used-car inspection

88

V12 Speedsters — and SA-01-1664 as the model case for few-off actions that sink in recall databases

Sources: Aston Martin factory data (Valour 110/715 PS/bespoke 6MT — combination stated as a first; Valiant 38/745 PS, Multimatic ASV not aftermarket-available, magnesium wheels/propshaft ≈9.5 kg, 3D-printed rear subframe ≈3 kg, titanium/Zircotec exhaust; Victor one-off Q commission on One-77/Vulcan basis; DBR22 Q coachbuild, no published series size, 3D-printed subframe; V12 Zagato mechanicals officially shared with V12 Vantage, 398/360 CCM, ≈61 road cars commonly cited; V12 Speedster 88, platform officially combining DBS Superleggera and Vantage, centerlocks, 410/360 CCM; Valen 150 announced, Q2 2027); SA-01-1664 seat-latch service action per NHTSA-filed documentation (few-off actions live in the TSB layer — SPL-30-1515 corroborates); three-level logic, authenticity rule and platform-family doctrine per the dossier. No bands per halo protocol — single files decide.