

ASTON MARTIN ONE-77

71

The million-pound statement, 2009-2012 - a carbon-tub, Cosworth-built halo, and a car on which normal faults occur in an abnormal supply chain

77

Cars, completed by 2012 and all sold - plus prototypes and show cars that must never be added to the customer total without archival proof

750 bhp

The 7.3-litre naturally aspirated V12, extensively re-engineered with Cosworth - the most powerful NA production engine of its day

354 km/h

The tested top speed - the fastest Aston Martin yet built at the time, from a 1,630 kg car on a ~180 kg Multimatic carbon tub

€1.5-3.0M+

The 2026 framework around a ~US\$1.59M benchmark and a CHF 1.72M public sale - a market of single events, not comparables

01 EXECUTIVE SUMMARY

The One-77 was Aston Martin's declaration, after the 2007 ownership change, that Gaydon could build something far beyond the DB9, DBS and Vantage families - and it was not a modified DBS. It introduced a dedicated carbon-fibre monocoque of roughly 180 kg, engineered with Multimatic; hand-formed aluminium bodywork; a 7.3-litre naturally aspirated V12 developed from the marque's architecture with extensive Cosworth re-engineering - 750 bhp and ~750 Nm, the most powerful NA production engine in the world at launch; inboard pushrod suspension with active ride height; carbon-ceramic brakes; and a Graziano-derived automated manual transaxle behind a carbon propshaft and magnesium torque tube. Teased at Paris 2008, revealed in 2009 and completed in a run of 77 cars by 2012 - all sold, at roughly £1.0-1.15 million before specification - it tested at 354 km/h: the fastest Aston Martin the company had built.

The ownership thesis distinguishes this paper from every supercar before it in the Aston library: the One-77 is not necessarily fragile - it is difficult because normal faults occur in an abnormal supply chain. Virtually every important component is low-volume, model-specific, dependent on Aston Martin Works or a tiny specialist group, and subject to long lead times: a cracked lamp or damaged aluminium wing can be more consequential than a routine mechanical repair on an ordinary V12 Aston. The governing principle is the Bespoke Rule, and the buyer's line follows: buy the factory file, the clutch report, the suspension function and the carbon history before you buy the number on the plaque.

Key Finding

Not Formula One - and the distinction matters: the One-77 did not evolve from F1 activity; it created the technical and commercial permission for the Vulcan, Victor and Valkyrie to follow. The Victor of 2020 was literally built from this platform, with an 836 bhp evolution of this engine - the historical thesis in metal.

The engine has developed no model-wide catastrophic defect - the risks are the automated manual's clutch, hydraulics and calibration; the active ride-height system (one ~1,000 km car needed a replacement ride-height kit in 2020); the ceramics; and bodywork whose repair is coachbuilding: a single front wing took roughly three weeks to hand-form when new.

The market is thin to the point of single events: a 1,009 km car brought CHF 1,720,625 at St. Moritz in 2021, the tracked benchmark sits near US\$1.59M on very few transactions, and chassis significance - number one, rare colours, Q-series work - belongs to its own tier. Appreciation is real but has not matched the Carrera GT or F1, and the paper says so honestly.

02 ASTON MARTIN'S MILLION-POUND STATEMENT

Ownership change, Ulrich Bez's ambition, Paris 2008 - and all 77 sold.

The One-77 belongs to a precise corporate moment: newly independent of Ford, Aston Martin under Ulrich Bez needed to prove that Gaydon's craft could scale upward as well as outward. The answer was a million-pound car built almost entirely outside the VH production system - Marek Reichman's design over a bespoke carbon tub, shown part-veiled at the 2008 Paris salon precisely to announce ambition before capability, revealed fully in 2009, and delivered through 2012 with every build slot sold.

The price - £1.0 million rising to about £1.15 million as specifications finalised - bought hand construction beyond anything in the marque's normal range, and a customer specification process that anticipated today's Q by Aston Martin. For the collector, that context sets the car's meaning: this is Aston's first modern hypercar, the proof-of-concept for everything the marque now builds above its series cars - and its own paper documents the consequence: the Vulcan, the Victor built directly on this platform, and the Valkyrie all required the One-77 to exist first.

03 NOT FORMULA ONE

A Cosworth-built grand-touring halo - the Enzo era answered in a front-engined accent.

The One-77 is often misfiled, and the paper corrects the record: it is not Aston's F1 car - the Valkyrie, with Red Bull Advanced Technologies and Adrian Newey, owns that association. The One-77 is better read as the British answer to the Enzo, Zonda, SLR and Carrera GT generation, delivered in a front-mid-engined, grand-touring accent: the 7.3-litre V12 sits 100 mm lower than in a DB9, dry-sumped, driving rearward through the automated manual transaxle. The chassis is the marque's first carbon monocoque - unique to this car, not a VH derivative - with double wishbones, pushrod-operated horizontal spring-damper units mounted inboard, active ride-height reduction at speed and a deployable rear spoiler. The hierarchy the paper draws: Vanquish the hand-built flagship, DBS the VH performance GT, One-77 the carbon-monocoque road halo, Vulcan the track extreme, Valkyrie the F1-influenced aerodynamic hypercar, Valhalla the hybrid technology car. The One-77's seat in that lineage - first of the bespoke tier - is precisely its collector case.

ASTON MARTIN ONE-77 - SPECIFICATION	
Engine	7,312 cc NA V12, Cosworth re-engineered · 750 bhp, ~750 Nm · dry sump · mounted ~100 mm lower than DB9 · the most powerful NA production engine at launch
Transmission	6-speed automated manual transaxle (Graziano-derived) · single clutch, electro-hydraulic actuation · carbon propshaft, magnesium torque tube · LSD
Structure	~180 kg carbon monocoque engineered with Multimatic - unique to the car, not VH · hand-formed aluminium panels · inboard pushrod suspension, active ride height, deployable spoiler
Performance	0-100 km/h ~3.5-3.7 s · 354 km/h tested · ~1,630 kg · carbon-ceramic brakes · 20-inch model-specific wheels
Production	77 customer cars, 2009-2012, all sold · £1.0-1.15M before specification · prototypes, show and crash cars never added to the total without archival proof
Legacy	The platform and engine base of the 2020 Victor (836 bhp) - and the commercial permission for Vulcan and Valkyrie; documentation standard: Certificate of Authenticity plus Certificate of Conformity

(Figures follow Aston Martin and period documentation - the 77-car total is official and complete; every chassis's status as customer car, prototype or show car is a factory-archive question, never a seller's assertion.)

04 THE BESPOKE SYSTEMS FILE

Automated manual, active ride height, ceramics, model-specific electronics - the car's real files.

The transmission is the paper's largest technical subject. The One-77 uses neither a torque-converter automatic nor a dual-clutch: it is a conventional manual gearbox and single clutch operated electro-hydraulically - so physical clutch wear, hydraulic pumps and actuators, position adaptation and control software are all central ownership issues. Inspect clutch remaining life measured, bite-point adaptation, immediate first and reverse selection, no neutral drops, smooth warm engagement, hydraulic pressure and pump cycling, actuator leakage, transaxle oil history and torque-tube vibration. A harsh low-speed shift is not failure; repeated engagement struggles are diagnosis. Technique matters as on every automated manual: no creeping, no throttle-holding on inclines, decisive engagements, neutral when stationary. Costs resist precision honestly: clutch and hydraulic work high four to substantial five figures; actuator or transmission work potentially substantial five figures; bespoke component fabrication beyond - availability and approval, not labour hours, set the bill. The suspension is equally model-specific: inboard pushrods, rockers, spherical joints, adjustable calibration and the active ride-height system that lowers the car and deploys the spoiler at speed. Cycle everything - ride-height equality, damper leakage, spoiler deployment, stored chassis faults, alignment and corner weights: one ~1,000 km auction car needed a complete replacement ride-height kit in 2020, which is the paper's proof that age and complexity outrank odometers. The rule: cycle every active system - the absence of a warning light proves nothing. Ceramics and wheels: discs read by specialist measurement - storage, gravel and careless tyre work damage them without odometer evidence; replacement assumed substantial five figures, quoted by Aston against the chassis. Tyres by date on a 354 km/h car - originals are provenance, never equipment, and availability of the specification belongs in the purchase decision. Electronics: Gaydon-era hardware in bespoke configuration - battery age and conditioning first, then modules, spoiler, suspension, displays, the B&O; system with its rising tweeters; no fault dismissed as 'only the battery' until scanned at correct voltage.

05 WHEN BODYWORK BECOMES COACHBUILDING

A three-week front wing, a one-of-one tub - repair as remanufacture.

The One-77's body sets the tier's rule that later Aston papers will inherit: repair is not a cost question but a manufacturing one. The hand-formed aluminium panels were exceptionally labour-intensive when new - a single one-piece front wing could require roughly three weeks of forming and finishing - and replacement today may require remanufacture: factory jigs, original drawings, Works hands, months of lead time. Inspect panel symmetry, bonnet and door fit, paint depth, oxidation and bubbling at edges and fasteners, refinishing evidence and distorted reflections.

The carbon monocoque demands specialist inspection of the tub, structural interfaces, suspension pickups, floor, sills, torque-tube mounting, crash structures and underbody - and any repair must be photographed, engineered, documented, executed or supervised by Aston Martin Works or a recognised carbon specialist, and reflected in the price. An undocumented structural repair on a 77-car body is not a discount conversation; it is a different asset.

THE STORAGE LEDGER - AND THE DELIVERY-MILEAGE PARADOX

Most One-77s barely move, which makes the storage file the car's biography: climate control, battery conditioning, tyre pressures, fuel replacement, annual fluids, regular full-temperature operation, clutch and transmission exercise, suspension and spoiler cycling, air conditioning run, transport records, dated photographs, recommissioning invoices. Known auction cars covered 1,000-1,800 km in a decade and still needed scheduled servicing and active-system work.

The paradox, stated for the tier: delivery mileage increases value, but regular exercise protects the machinery creating that value - and a 5,000-15,000 km car with continuous care may be mechanically more convincing than a static trophy.

06 THE THIN MARKET

77 cars, single-event pricing - collectible beyond question, Carrera GT trajectory unproven.

The One-77 market is a sequence of events rather than a curve: the CHF 1,720,625 St. Moritz result (1,009 km, 2021) remains the cleanest public anchor, the tracked benchmark sits near US\$1.59 million on a transaction set too small to call an index, and chassis number one's public offering through Bonhams confirms that first chassis, rare colours and Q-series specifications occupy their own tier. Appreciation from the ~£1.0-1.15M list is real but measured - short of the Carrera GT, F1 or Ferrari halo trajectories - and the paper names the reasons honestly: the automated manual against the collector market's manual romance, the front-engined format in a mid-engine-biased segment, little racing mythology, high maintenance dependence and vanishing transaction volume. Against that stand the supports: 77 cars, the NA V12, the carbon tub, hand-formed aluminium, first-modern-hypercar status and the bridge to Vulcan, Victor and Valkyrie. Collector grade is not in question; the open question is whether the market eventually files it as a significant limited Aston Martin or as one of the defining hypercars of its era. Today it sits closer to the first - which, for the patient buyer, is precisely the argument.

ONE-77 - INDICATIVE POSITIONS, MID-2026

Higher-mileage or weaker-history car	€1.5-1.8 million - complete identity, no structural questions; the usable end of a 77-car market
Strong original car	€1.8-2.3 million - complete factory history, exercised systems, current tyres, documented clutch and ride-height function
Very low-mileage, desirable specification	€2.3-3.0 million - low ownership count, exceptional colour, unbroken Works relationship
Chassis significance or unique specification	€3.0 million+ - chassis one, Q-series commissions, extraordinary provenance; priced per event, not per model

(Positions, not valuations - the benchmark rests on very few transactions, tax status distorts European advertised prices, and a single sale moves the visible market. Orientation, not index.)

MAINTENANCE - PLANNING FRAMEWORK, NOT QUOTATIONS

Annual inspection and service	€5,000-10,000 - Works or a genuinely One-77-qualified facility; larger scheduled service €10,000-20,000+
Recommissioning after storage	€25,000-60,000+ - the static car's true price, paid by whoever restarts it
Clutch and related work	Potentially €20,000-40,000+ · actuator and hydraulic work substantial five figures possible - availability and approval set the bill
Suspension / ride-height work	Potentially €15,000-40,000+ by scope - the 2020 ride-height-kit precedent on a ~1,000 km car is the planning case
Ceramics and cooling	Ceramic replacement substantial five figures, quoted per chassis · cooling overhaul €10,000-25,000+
Body and structure	Aluminium panels per remanufacture - jigs, drawings, Works hands, months · carbon repair five figures to materially higher · enclosed transport to Works a material recurring cost

(Public cost data is extremely limited and false precision would weaken the paper - these are planning reserves. Five-year reserve: static collector use with factory care €35,000-60,000 · regular road use €50,000-100,000 · one clutch, suspension or body event potentially well beyond €100,000.)

07 THE BUYING PROTOCOL

Archive before car, Works before workshop - and every active system cycled.

Level One - the archive before the car. Chassis and numbered identity; the Aston Martin Certificate of Authenticity and Certificate of Conformity - the documentation standard a serious transaction expects; original invoice and commission file; colour and trim against records; ownership chain; Works servicing history; storage ledger; transport records; tools, books, keys, accessories; accident and repair history. Campaign housekeeping is chassis-specific: no broad One-77 recall is publicly documented, but with 77 cars, corrective work may have been handled directly with owners - obtain the VIN-level factory printout, software history, bulletins and ride-height records rather than assuming silence means absence.

Level Two - the specialist PPI. Aston Martin Works or a genuinely One-77-qualified facility: full diagnostic scan; clutch and transmission adaptation report; compression and leak-down where justified; oil analysis; cooling pressure test under load; suspension and ride-height function test; spoiler deployment; carbon-monocoque inspection; aluminium body survey with paint depth; ceramic assessment; wheels and tyre dates; alignment and corner weights; factory specification reconciliation. The engine checklist is the V12 file at bespoke stakes: cold start, oil pressure, misfire data, fuel trims, catalyst history, dry-sump plumbing, timing-cover and cam-cover leakage, heat-affected wiring.

WALK AWAY - THE NON-NEGOTIABLES

Unclear numbered identity or missing authenticity documentation · unresolved clutch or actuator faults · a ride-height system that does not function · undocumented carbon repair · aluminium body repairs without factory-level evidence · old tyres presented as usable · active oil or coolant leakage · prolonged static storage without annual service · no factory support relationship · seller resistance to a Works inspection. On 77 cars there is no averaging - and no hurry: the right chassis is worth years of patience.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Factory-led custody, not used-car warranty - the Bespoke Rule priced.

The scenarios model a strong original car at around €2.0 million with complete Works history, exercised systems and current tyres, driven 1,000-3,000 km per year with annual factory-level care. The support model is the tier's: the original warranty is long expired, Pinnacle extended coverage must be confirmed against the individual chassis rather than assumed from a webpage - and the real questions are whether the car is known to Works, whether model-specific parts remain supported, and who is authorised to touch its carbon and suspension. This is factory-led custody rather than conventional warranty ownership, and its economics follow the Bespoke Rule: ordinary years cost €5,000-10,000; event years cost whatever the abnormal supply chain decides. The five-year reserves - €35,000-60,000 static with factory care, €50,000-100,000 driven, beyond €100,000 with one clutch, suspension or body event - are honest planning, not pessimism: the same arithmetic this library wrote for the EB110's orphaned network applies here to a network of one factory and 77 cars.

OWNERSHIP SCENARIOS - STRONG ORIGINAL CAR (PLANNING BANDS)

Year 1	€10,000-25,000: Works-level entry inspection with clutch and ride-height reports, annual service, tyres by date, storage and transport arrangements established
Years 1-3	€20,000-45,000 cumulative: annual services, one larger scheduled service, one active-system intervention - hydraulics, spoiler or damper attention
Years 1-5	€35,000-60,000 static collector use with factory care · €50,000-100,000 regular road use · one clutch, suspension or body event potentially well beyond €100,000

(Assumption-based planning bands excluding storage-facility and insurance premiums; body remanufacture and structural repair sit outside every band - that is the Bespoke Rule in numbers.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No model-wide catastrophic defect in fifteen years - the V12 lineage is durable; the honest risks are the automated manual, the active systems and stillness
Maintenance costs	□□□□	Hypercar amplitude in an abnormal supply chain - five-figure ordinary scopes, remanufacture-priced bodywork; availability, not labour, sets the bill
Parts availability	□□□□	The paper's defining constraint: 77 cars, model-specific everything, Works-led support, months of lead time - capability exists, immediacy does not
Investment potential	□□□□	77 cars, NA V12, carbon tub, first-modern-hypercar status and the Victor/Valkyrie bridge - appreciating steadily, with the era-defining verdict still open

MARQUE BUYING SCORE - ASTON MARTIN ONE-77

Category	Collector example	Driver example (5-15,000 km)	Static sub-1,000 km car
Reliability	7 / 10	7.5 / 10	4.5 / 10
Driving experience	9 / 10	9 / 10	9 / 10
Ownership cost	1.5 / 10	2 / 10	1 / 10
Parts availability	2.5 / 10	2.5 / 10	2.5 / 10
Long-term collectability	10 / 10	9 / 10	8 / 10
Investment potential	9.5 / 10	8.5 / 10	7 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the tier's paradox - the delivery-mileage trophy whose stillness has aged exactly the systems its plaque celebrates.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin and period documentation (77 cars, 2009-2012, all sold; teased Paris 2008, revealed 2009; £1.0-1.15M pricing; the 7.3-litre Cosworth re-engineered NA V12 at 750 bhp/~750 Nm - the most powerful NA production engine at launch; ~180 kg Multimatic carbon monocoque; hand-formed aluminium including the ~three-week front wing; inboard pushrod suspension with active ride height and deployable spoiler; Graziano-derived automated manual transaxle; 354 km/h tested; ~1,630 kg; Marek Reichman design; the Victor's 2020 derivation from this platform), auction documentation (CHF 1,720,625, RM Sotheby's St. Moritz 2021, 1,009 km, presented with Certificate of Authenticity and Certificate of Conformity; the 2020 ride-height-kit replacement on that ~1,000 km car; chassis number one's public offering via Bonhams), and public tracking (~US\$1.59M benchmark on a very small transaction set, treated as orientation rather than index). Maintenance figures are planning reserves - public One-77 cost data is extremely limited, and the paper prefers honest bands to false precision. No One-77-wide public recall is documented; chassis-specific factory actions are verified per VIN. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The One-77 opens Aston Martin's bespoke tier the way the EB110 opened Bugatti's library: as the car that made everything after it possible. It was not Aston Martin's Formula One car - it was the car that made Aston Martin's later hypercars possible, and the Victor built on its platform is the proof. Buy it as what it is: a 77-car, Cosworth-engined, carbon-tub grand-touring halo whose custody is factory-led and whose risks are supply-chain shaped.

The collector's car has the exceptional colour, original panels, complete Works history and exercised systems; the driver's car has 5,000-15,000 km, continuous care and current measurements - and may be the mechanically stronger buy; the car to avoid is the sub-1,000 km trophy with original tyres, no clutch data and dormant hydraulics. Across all three: the factory file, the clutch report, the suspension function and the carbon history - before the number on the plaque.

WHO SHOULD BUY THIS CAR

The collector who wants Aston Martin's first modern hypercar - the origin of the marque's bespoke tier, with the Victor and Valkyrie as its descendants - and who will fund factory-led custody in an abnormal supply chain.

The driver-collector who understands that an exercised, measured, continuously serviced car outranks a static trophy - and that 354 km/h capability deserves current tyres and cycled systems.

Not: the buyer who reads 77 as a guarantee of Carrera GT appreciation; the trophy hunter planning a static decade; or anyone without a standing Works relationship and the patience its lead times demand.

BOTTOM LINE

One car, 77 examples, 2009-2012: a 750 bhp Cosworth-built NA V12 in a Multimatic carbon tub under hand-formed aluminium, automated manual, active ride height, 354 km/h - Aston Martin's million-pound statement and the foundation of its hypercar age. €1.5-3.0M+ in a market of single events, €5-10K ordinary years, five-figure event years in an abnormal supply chain. The Bespoke Rule governs: a normal defect becomes an abnormal event - so buy the factory file, the clutch report, the suspension function and the carbon history before the plaque.

ONE-SENTENCE VERDICT

On the One-77 a normal defect becomes an abnormal event - buy the factory file, the clutch report, the suspension function and the carbon history before you buy the number on the plaque.

SOURCES

Aston Martin and period documentation: 77 production cars, 2009-2012, all sold - teased at the 2008 Paris Motor Show, shown fully in 2009, completed 2012; pricing from approximately £1.0 million to £1.15 million before final specification; the 7.3-litre naturally aspirated V12 developed from the marque's architecture with extensive Cosworth re-engineering - 750 bhp, ~750 Nm, dry-sump, mounted ~100 mm lower than in the DB9, the most powerful naturally aspirated production engine at launch; the ~180 kg carbon-fibre monocoque engineered with Multimatic, unique to the car; hand-formed aluminium bodywork (a one-piece front wing requiring roughly three weeks of forming); six-speed Graziano-derived automated manual transaxle with carbon propshaft and magnesium torque tube; inboard pushrod suspension with active ride height and deployable spoiler; carbon-ceramic brakes; 354 km/h tested, ~1,630 kg; Marek Reichman design under Ulrich Bez's post-2007 independence programme; the 2020 Victor derived from the One-77 platform with an 836 bhp evolution of the engine. Auction and market documentation: CHF 1,720,625 (RM Sotheby's St. Moritz, 2021 - 1,009 km, offered with Aston Martin Certificate of Authenticity and EU Certificate of Conformity, and a 2020 replacement ride-height kit despite ~1,000 km); chassis number one publicly offered through Bonhams; public tracking benchmark ~US\$1.59 million on a very small transaction set. Support model: Aston Martin Works-led custody; Pinnacle Extended Warranty eligibility confirmed per chassis, never assumed. Companion documents: Buyer's Checklist No. 72 and Model File 72. Values are indicative positions, not valuations; maintenance figures are planning reserves, not quotations. Nothing here is investment advice.