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SUPERCAR MODELS - PAPER NO. 78

ASTON MARTIN HALO COLLECTION

78

Vulcan, Valkyrie, AMR Pro and Valhalla, 2016 to today - four definitions of halo, and the support systems that decide whether any of them can actually be used

24-235-42-999

Vulcan · Valkyrie Coupé and Spider · Valkyrie AMR Pro (40 customer cars plus two prototypes) · Valhalla - two collector programmes, one private prototype, one limited series production

11,100 rpm

The Cosworth V12's redline in the road Valkyrie - Formula One thinking with number plates; the collection's engineering statement

€75-300K+

The annual operating reserve for an active Vulcan or AMR Pro year - these cars are serviced around every use cycle, not once a year

€1-6M

The 2026 value span across thin, ask-led markets - bespoke invoices are not recoverable, and even a sub-100 km Vulcan traded near the bottom of it

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01 EXECUTIVE SUMMARY

This paper closes the Aston Martin library with the four cars above the range: the 24-car Vulcan of 2016, a track-only V12 flagship delivered as a private owner programme; the Valkyrie - 150 coupés and 85 Spiders - the road-legal engineering statement of the Red Bull and Cosworth collaboration; the Valkyrie AMR Pro, 40 customer cars plus two prototypes on a separate track architecture from the abandoned Le Mans Hypercar programme; and the Valhalla, 999 cars, Aston's first series-production mid-engined supercar and first production plug-in hybrid, delivering from late 2025. The opening distinction governs everything after it: Vulcan and Valkyrie are collector programmes; Valhalla is a limited series-production model - and the AMR Pro is, in ownership terms, a private prototype.

The governing principle is the Support-System Rule: Aston Martin's halo cars are not defined solely by the machine delivered to the owner - they are defined by the technical, logistical and factory support system required to make that machine usable. These are pure competition engineering placed in private hands: extraordinarily dense technology, service regimes measured in use cycles rather than years, factory-level software dependency, and none of them a car anyone simply takes out of the garage. They do not become easier to own as production numbers rise - they merely change the type of complexity: the Vulcan demands motorsport logistics, the Valkyrie aerospace-level systems custody, the AMR Pro prototype operation, and the Valhalla long-term hybrid and software dependency.

Key Finding

The support system is the purchase: an active Vulcan year plans at €75,000-150,000+ and an active AMR Pro year at €150,000-300,000+, with the cars serviced before, during and after every meaningful use cycle - and a delivery-mileage car is not automatically the better one, because static halo cars accumulate stale fuel, dry seals, expired safety equipment and unproven systems.

Bespoke invoices are not recoverable: the heavily optioned Valkyrie 'Anemos' - roughly £2.5 million base plus ~£500,000 of commissions - sold for £2.227 million in London in November 2025; and a sub-100 km, one-owner, AMR Pro-equipped Vulcan traded at RM Sotheby's Arizona in January 2026 at a tracker-reported figure near £772,000, far below private asking levels. These markets are thin, and asking frameworks are not executable prices.

The buyer's line the whole paper serves: buy the Vulcan with its track programme, the Valkyrie with its systems file, the AMR Pro with its engineering crew and the Valhalla with its warranty.

02 FOUR DEFINITIONS OF HALO

A private track programme, a systems hypercar, a prototype, and a repeatable future.

The four cars answer four different questions. The Vulcan (2016) predates the Formula One era: a track-only flagship in the spirit of Ferrari's XX programmes and the P1 GTR, sold as a car but delivered as a private track programme with graduated power settings and professional instruction. The Valkyrie (2021-) is Formula One thinking on the road: Adrian Newey, Red Bull Advanced Technologies, a Cosworth V12 and a hybrid system in a car that is closer to a registered competition prototype than to any conventional halo Ferrari, McLaren or Porsche. The AMR Pro (2022-) removed the road entirely - and the hybrid with it - on a longer, wider architecture from the abandoned Le Mans Hypercar project. The Valhalla (2025-) translates the halo programme into repeatable series production: 999 plug-in hybrid cars against SF90 and Revuelto logic, allocation-managed and dealer-led rather than invitation-only. Scarcity therefore means different things across the table below, and the paper never prices one definition with another's logic.

HALO COLLECTION - PRODUCTION AND SPECIFICATION	
Vulcan (2016)	24 cars, track only · 7.0 NA V12, ~820 bhp · Xtrac 6-speed sequential · One-77-derived carbon tub · graduated power levels, factory instruction · AMR Pro aero package later (~£155K)
Valkyrie Coupé (2021-)	150 road cars · Cosworth 6.5 NA V12: 1,014 PS at 10,500 rpm, 11,100 rpm redline · hybrid assistance - combined output quoted ~1,140-1,176 PS by convention · Ricardo 7-speed sequential · ~1,340-1,355 kg
Valkyrie Spider (2023-)	85 cars, oversubscribed before allocation · removable roof panels, revised structure and doors · active aero and chassis recalibrated · same hybrid V12 powertrain
Valkyrie AMR Pro (2022-)	40 customer cars + 2 prototypes, LHD only, track only · no hybrid · modified V12, ~1,000 bhp to 11,000 rpm · +380 mm wheelbase, +266 mm length · ~twice road-car downforce, >3 g projected
Valhalla (2025-)	999 cars · AMG-lineage 4.0 flat-plane twin-turbo V8, 828 PS + three motors = 1,079 PS combined, 1,100 Nm · 8-speed DCT, e-reverse · 6.1 kWh/400 V · 0-100 ~2.5 s, 350 km/h limited · first customer car delivered December 2025

(Output figures are stated with their conventions: Aston's current technical material has quoted the road Valkyrie at 1,055 PS under the European convention while other market material quotes ~1,140 bhp or higher - no single number is presented without its unit. Valhalla's 999 cars are a different scarcity category from a 24-car Vulcan, and the paper treats them so.)

03 VULCAN - THE OWNER PROGRAMME

Sold as a car, delivered as a private track programme - and bought the same way.

The Vulcan's fixed aerodynamics reportedly generate downforce exceeding the car's weight at very high speed, and that single fact organises its inspection file: tyres, wheel bearings, suspension pickups, splitter, floor and wing mounts all carry racing loads.

The buyer verifies identity and provenance first - chassis identity, original allocation and contract, Aston Martin Works records, track-programme participation, instructor and event records, pit equipment, spares and delivery materials - because the original support model is part of what the car is. The AMR Pro package (dive planes, revised turning vanes, louvred arches, lighter engine cover, dual-plane rear wing, shorter final drive; documented at ~£155,000) is verified through Works invoices, correct components and the original removed parts - an aftermarket imitation is not equivalent. Mechanically, mileage is a poor measure on a track car: the file is engine and gearbox hours, over-rev data, oil analysis, clutch and shift-system condition, brake heat-cycle history and tyre age - and the carbon survey separates a consumable splitter repair from a repaired floor, tub or wing mounting, which is a major valuation event. The ownership model is the rule this chapter is named for: enclosed transport, qualified preparation, engineers, data, tyres, noise planning, post-event inspection, secure storage - do not buy a Vulcan until the next event, transport provider, technician and parts path are already identified.

04 VALKYRIE - THE SYSTEMS HYPERCAR

Aerospace-level custody: hydraulics, high voltage, structural drivetrain, open floor.

Road legality expands where the Valkyrie can be used; it does not make the car easy to use. Entry and exit are difficult, the seating is reclined, visibility and luggage minimal, noise and heat extreme, procedures complicated - closer to registering a competition prototype than to owning a conventional hypercar. Four files define the purchase. Hydraulics - the defining file. Seventeen actuators in a 200-bar active-platform system manage damping, ride height and aero coordination under three control strategies (skyhook, groundhook, aerohook) - the system exists to keep aerodynamic loads within tyre capability, so a minor hydraulic warning is never dismissed: pressures, pumps, accumulators, actuators, hoses, ride-height and aero response, transport mode, calibration after service. High voltage. The hybrid system (battery by Rimac, bespoke motor by Integral Powertrain) is a performance component, not a range device: state-of-health report, cell balance, isolation testing, cooling performance, e-reverse function, software versions - a fully charged display proves none of it. Structural drivetrain. The Cosworth V12 and Ricardo seven-speed are load-bearing: engine hours, over-rev history, oil analysis, clutch and actuator condition, mounting integrity after any accident - and a Valkyrie gearbox event resembles no ordinary transmission repair in cost, timing or logistics. The floor. The underfloor tunnels are the car: splitter, tunnel surfaces, diffuser, strakes, clam alignment - underside photography, dimensional checks and specialist carbon inspection belong in every PPI, because a normal-looking scrape can have aerodynamic and structural consequences. The Spider adds its 85-car file: roof panels, seals, storage bags and revised structure complete - missing model-specific equipment materially affects value. Support is chassis-by-chassis, not a Pinnacle discussion: verify warranty and service-plan transfer (a 2024 car auctioned in London carried factory cover to January 2027 with a two-year extension path), factory campaigns, Unleashed programme eligibility, approved service location and transport protocol.

07 AMR PRO - THE PRIVATE PROTOTYPE

Not a Valkyrie with more wing - a different architecture, operated like a race programme.

The AMR Pro sits on the longer, wider architecture of the abandoned Le Mans Hypercar: wheelbase extended by 380 mm, body 266 mm longer, roughly twice the road car's downforce, over 3 g of projected lateral load, carbon wishbones, Perspex glazing - and no hybrid. Deleting the hybrid saves weight and complexity in one dimension while changing nothing about the operating reality: the car remains dependent on complex aero, sequential transmission, race-grade cooling, specialist starting procedures and factory-level software and data. The ownership protocol is a race team's: engine-hour and gearbox-hour ledgers, shift counts, over-rev history, brake temperatures, tyre heat cycles, aero and damper setup sheets, corner weights, track and driver logs, accident and off-track history, calibration records, transport and storage history. An event requires enclosed transport, approved engineers, warm-up equipment, managed tyre preparation, a data engineer, spares and post-event strip inspection - and a workshop that services GT3 cars is not thereby qualified to run one. Safety equipment ages on the calendar, not the odometer: harnesses, fire system, extinguishers and time-limited components can be expired on a visually perfect delivery-mileage car. Paradoxically, a properly run and fully documented example may be more credible than a static one - which is the Support-System Rule stated as a market fact.

06 VALHALLA - THE SERIES-PRODUCTION FUTURE

The repeatable halo - and a deferred verdict, stated honestly.

The Valhalla is not a smaller Valkyrie: it is Aston's first series-production mid-engined supercar, first production plug-in hybrid, first car with dedicated electric-only capability and front-axle torque vectoring - 999 cars against SF90 and Revuelto logic. The specification is dense: an AMG-lineage 4.0 flat-plane-crank twin-turbo V8 at 828 PS, three motors for 1,079 PS combined and 1,100 Nm, an eight-speed DCT with integrated rear motor and e-reverse, a 6.1 kWh 400-volt battery, about 2.5 seconds to 100 km/h, 350 km/h limited, more than 600 kg of downforce at 240 km/h in Race mode with an active rear wing rising 255 mm, carbon tub, pushrod front suspension, brake-by-wire and ceramics. This paper follows its own precedent for cars without ownership history: no mature fleet evidence exists, no 'common failures' may responsibly be claimed, and the guide works from foreseeable systems exposure - the hybrid battery and motors, the bespoke DCT (a reverse fault may be software, motor, battery or inverter rather than a gear), the multi-circuit thermal system (engine, turbos, battery, motors, electronics and cabin each with their own demands - the age-defining chapter in waiting), the active aero and its hydraulics, and the 400-volt architecture. Allocation is managed, dealer-led and relationship-helpful, not invitation-only: a new customer can approach a dealer. The purchase rule is categorical at this age: full manufacturer warranty with explicitly confirmed hybrid, battery, DCT, active-aero and software coverage - buying without strong factory cover would be difficult to justify unless the discount were substantial.

07 THE HALO MARKET

Thin, ask-led, and unsentimental about invoices - the evidence, model by model.

The Valkyrie Coupé has real transaction depth and it disciplines everything: US$3.07 million (Dubai, March 2024), US$2.649 million (Dubai, December 2024), €2.284 million (Zoute, October 2025), £2.227 million for the bespoke 'Anemos' car (London, November 2025) - a car whose base price was roughly £2.5 million before tax plus ~£500,000 of options. The lesson is structural: an extraordinary Q invoice is not recoverable. The Spider trades too thinly for a narrow band; its 85-car format supports a premium in theory. The Vulcan market is thinner still -and the one recent public datapoint is sobering: the sub-100 km, one-owner, AMR Pro-equipped car at RM Sotheby's Arizona in January 2026 is recorded by trackers at around £772,000, with sources conflicting on the final outcome - treated here as reported rather than confirmed, and as a caution that private asking frameworks in the millions are not demonstrated clearing prices for track-only cars without support paths. The AMR Pro has essentially no public sale evidence: asks have sat around €4-6 million, and the market discounts cars without support arrangements, spares, ledgers or current safety systems. The Valhalla market remains primary: value follows invoice, Q content, warranty, delivery timing and slot - with the likely path of early-delivery premium, normalisation, ordinary-specification depreciation and later separation of exceptional cars.

HALO COLLECTION - INDICATIVE FRAMEWORKS, MID-2026	
Vulcan (24 cars)	Framework: documented car €2.0-2.6M · AMR Pro-equipped €2.4-3.2M · but the reported ~£772K Arizona result for the best-provenance car shows how thin and price-sensitive this market is
Valkyrie Coupé (150)	Normal specification or motivated sale €2.2-2.7M · strong low-mileage car €2.7-3.2M · exceptional Q commissions above - with option cost never assumed recoverable (Anemos: £2.227M)
Valkyrie Spider (85)	Broad working framework €3.0-4.0M+ - highly dependent on specification, tax status and delivery history; too thin for a reliable narrow band
Valkyrie AMR Pro (40+2)	Documented, operational car €3.5-4.5M · unused or exceptional specification €4.5-6.0M+ - asks, not transactions; support path and ledgers decide the discount
Valhalla (999)	Predominantly primary market - value relative to invoice, Q content, warranty and slot; no sustained speculative premium should be assumed on 999 continuing-production cars

(All bands are ask-led in thin markets and none are executable prices; public evidence sits below asking levels wherever it exists. Scarcity alone sets none of these values - provenance, operational readiness, support arrangements and warranty status do.)

MAINTENANCE - PLANNING FRAMEWORKS BY PROGRAMME	
Vulcan - annual	Static inspection/service €10,000-20,000+ · event preparation and post-event inspection €7,500-20,000 per event · transport €3,000-8,000 and support crew €5,000-15,000+ per event
Vulcan - consumables	Tyre set high four to low five figures · brake consumables to substantial five figures · gearbox/clutch work five figures · engine work potentially six figures · active year €75,000-150,000+
AMR Pro - annual	Technical inspection €20,000-40,000+ · event prep/post-event service €15,000-35,000 per event · transport and engineering team €10,000-30,000+ per event · active year €150,000-300,000+
AMR Pro - events	Tyre programme high five figures annually with use · brakes to high five figures · gearbox or clutch event five to six figures · engine work potentially six figures · carbon repair five figures to materially more
Valkyrie	No public tariff - chassis-by-chassis factory relationship; three-tier five-year service-plan structure exists; hydraulic, gearbox or floor events sit outside ordinary repair economics entirely
Valhalla	Annual service and hybrid diagnostics €4,000-8,000 · larger service €8,000-15,000+ · DCT service €1,500-3,000 · active-aero/hydraulic work €5,000-20,000+ · ceramics €20,000-35,000+ · tyres €3,000-5,000

(Planning categories, not quotations - no public factory tariffs exist and invented precision would mislead. Valhalla five-year reserves: €20,000-40,000 under warranty, €40,000-80,000+ after. The track cars are not serviced annually and then used - they are serviced before, during and after every meaningful use cycle.)

08 THE BUYING PROTOCOL

Three passes for four cars - identity, systems, and the operational reality.

The Identity Pass - all four. Chassis identity, factory specification, ownership chain, original invoice and allocation history, Q documentation, delivery materials, original accessories and equipment inventories, Aston correspondence, warranty and service-plan records. On these cars the paper file is not supporting evidence - it is a substantial fraction of the asset. The Systems Pass - by car. Vulcan: engine and gearbox hours, track ledger, AMR Pro documentation, carbon and aero survey, consumables and spares. Valkyrie: hydraulic system, high-voltage report, active aero, V12 and sequential gearbox data, underfloor survey, software versions. AMR Pro: hour ledgers, shift counts, track data file, safety-equipment expiry, aero setup records, event readiness. Valhalla: battery health, three motors, DCT and e-reverse, active aero, brake-by-wire, cooling circuits, warranty confirmation system by system. The Operational Pass - all four, and the one buyers skip. A named service facility, a named transport provider, a recovery protocol, approved event support, tyre availability, a parts path, software access, secure storage, charging and conditioning equipment. The Support-System Rule in checklist form: if these cannot be named before purchase, the purchase is not ready - whatever the price.

WALK AWAY - THE NON-NEGOTIABLES

Vulcan: missing track history · no operational-support path · undocumented AMR Pro conversion · tub or floor repair without factory-level evidence · unavailable spares · expired safety equipment with no recommissioning plan.

Valkyrie: unresolved hydraulic faults · high-voltage warnings · incomplete warranty or service-plan transfer · underfloor damage or undocumented carbon repair · missing hybrid report · software gaps · refusal of Aston-level diagnostics.

AMR Pro: no engine or gearbox-hour ledger · no track data · off-track damage without documentation · uncertain safety-system status · no engineering-support arrangement · incomplete spares or equipment.

Valhalla: no transferable warranty · high-voltage faults · incomplete charging equipment · unresolved DCT or e-reverse problems · active-aero or cooling warnings · undocumented software modification · accident repair without carbon and ADAS documentation.

09 OWNERSHIP ECONOMICS AND THE HIERARCHY

Use cycles, not calendar years - and an honest ranking of what each car is for.

The economics of this paper resist the series' usual scenario modelling, because the variable is not kilometres per year but use cycles per year and the crew behind them. The Vulcan's active year plans at €75,000-150,000+ and the AMR Pro's at €150,000-300,000+, dominated by event preparation, transport, engineering support and consumables - while a stored car swaps those costs for recommissioning risk. The Valkyrie's economics are a factory relationship: service plans exist, but hydraulic, gearbox and floor events sit outside ordinary repair logic. Only the Valhalla behaves like a car this series knows how to budget: €20,000-40,000 over five warranted years, €40,000-80,000+ after, with battery, DCT, inverter or structural events outside every band. The hierarchy the paper closes on: most historically important - the Valkyrie Coupé, the Newey/Red Bull/Cosworth statement; rarest - the 24-car Vulcan; most operationally extreme - the AMR Pro; most usable - the Valhalla; strongest pure collector proposition - a close division among Valkyrie, Vulcan and AMR Pro, decided by significance, production count and usable market respectively; highest depreciation risk - the Valhalla, as 999 cars of current production with emerging hybrid technology and derivatives to follow.

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	Competition engineering in private hands - dependability is a function of the support system, use-cycle servicing and software currency, never of the badge
Maintenance costs	□□□□□	The most demanding regimes in this library - track cars serviced around every use cycle, Valkyrie custody at aerospace level, six-figure events possible
Parts availability	□□□□□	Factory-dependent by design: bespoke components, factory software and data access - the parts path must be named before purchase, not discovered after
Investment potential	□□□□□	Genuine collector assets at the top - but thin markets, unrecoverable options and the Valhalla's series-production exposure demand price discipline

MARQUE BUYING SCORE - ASTON MARTIN HALO COLLECTION

Category	Collector example (Valkyrie Coupé)	Usable example (Valhalla)	AMR Pro, no support path
Reliability	6 / 10	7 / 10	3.5 / 10
Driving experience	10 / 10	9.5 / 10	10 / 10
Ownership cost	1.5 / 10	4 / 10	1 / 10
Parts availability	3.5 / 10	5.5 / 10	2.5 / 10
Long-term collectability	9.5 / 10	6.5 / 10	8.5 / 10
Investment potential	8 / 10	5 / 10	6 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the collection's highest-risk purchase - an AMR Pro without ledgers, current safety systems or an engineering-support arrangement, however low its mileage.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (Vulcan: 24 track-only cars delivered 2016, 7.0 NA V12 ~820 bhp, Xtrac sequential, One-77-derived tub, graduated power levels and instruction, AMR Pro package ~£155,000; Valkyrie: 150 coupés and 85 Spiders - Spider oversubscribed pre-allocation - Cosworth 6.5 NA V12 at 1,014 PS/10,500 rpm with 11,100 rpm redline, hybrid with Rimac battery and Integral Powertrain motor, combined output quoted ~1,140-1,176 PS by convention and 1,055 PS in current European-convention material, Ricardo 7-speed, 17-actuator 200-bar active platform with skyhook/groundhook/aerohook strategies, Unleashed owner programme; AMR Pro: 40 customer cars plus two prototypes, LHD only, no hybrid, ~1,000 bhp to 11,000 rpm, +380 mm wheelbase, +266 mm length, ~double downforce, >3 g projected; Valhalla: 999 cars, 828 PS flat-plane V8 plus three motors for 1,079 PS and 1,100 Nm, 8-speed DCT with e-reverse, 6.1 kWh/400 V, ~2.5 s, 350 km/h limited, >600 kg downforce at 240 km/h in Race mode, 255 mm active rear wing, first customer delivery December 2025), and public market data: Valkyrie results US$3.07M (Dubai 3/2024), US$2.649M (Dubai 12/2024), €2.284M (Zoute 10/2025), £2.227M ('Anemos', London 11/2025, against ~£2.5M base plus ~£500K options; factory warranty to 1/2027 with extension path noted at sale); Vulcan: sub-100 km one-owner AMR Pro car at RM Sotheby's Arizona 1/2026, tracker-reported near £772,000 with sources conflicting on outcome - treated as reported, not confirmed; AMR Pro private asks ~€4-6M without public transaction evidence. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

The Support-System Rule closes the Aston Martin library because it is what the four halo cars have in common and what nothing else in the range requires: the machine is only half the purchase, and the technical, logistical and factory apparatus around it is the other half. These are pure competition engineering on private hands' terms - serviced around use cycles, dependent on factory software and named specialists, magnificent and impractical in equal measure - and none of them becomes easier with bigger numbers: the complexity only changes type, from the Vulcan's motorsport logistics through the Valkyrie's systems custody and the AMR Pro's prototype operation to the Valhalla's decade of hybrid and software dependency. The markets are thin, honest and unsentimental: options are not recoverable, scarcity is not a price, and the best-documented operational car routinely beats the untouched one. Buy the Vulcan with its track programme, the Valkyrie with its systems file, the AMR Pro with its engineering crew and the Valhalla with its warranty - and buy none of them without naming the support system first.

WHO SHOULD BUY THIS CAR

The programme collector: a Vulcan with complete factory-programme provenance, AMR Pro package by Works invoice, full equipment inventory and a named operational path - the rarest Aston of the modern era, bought as the track programme it always was.

The engineering collector: a Valkyrie Coupé with clean hydraulics, current high-voltage report, undamaged floor and transferred factory relationship - the historically decisive car of the collection.

The open-format collector: a Valkyrie Spider with every roof component and its 85-car documentation complete - rarity with the same systems custody.

The operator: an AMR Pro with ledgers, data, current safety systems and an engineering crew already engaged - the most extreme machine, credible only in running order.

The driver: a Valhalla under full factory warranty with hybrid, DCT and active-aero cover confirmed in writing - the one halo Aston built to be used.

Not: any of the four bought on scarcity arithmetic alone, without a support path, ledgers or transferred factory relationship - in this collection, the unsupported car is the expensive one at any price.

BOTTOM LINE

Four halo programmes, one decade: 24 Vulcans, 235 Valkyries, 42 AMR Pros, 999 Valhallas - two collector programmes, a private prototype and a limited series production. Competition engineering in private hands, serviced around use cycles at €75,000-300,000+ per active track year, with markets that are thin, ask-led and unsentimental about invoices. The support system is the purchase. Buy the Vulcan with its track programme, the Valkyrie with its systems file, the AMR Pro with its engineering crew and the Valhalla with its warranty.

ONE-SENTENCE VERDICT

Aston Martin's halo cars are defined by the support system that makes them usable, not by the machine alone - name the programme, the crew, the parts path and the warranty before naming a price.

SOURCES

Aston Martin documentation: Vulcan (2016) - 24 track-only cars, 7.0-litre naturally aspirated V12 of ~820 bhp, Xtrac six-speed sequential, One-77-derived carbon monocoque, graduated driver-selectable output and professional instruction programme, fixed aerodynamics with downforce reportedly exceeding car weight at speed; Vulcan AMR Pro package (~£155,000): dive planes, revised turning vanes, louvred arches, lighter engine cover, dual-plane rear wing, shorter final drive. Valkyrie - collaboration of Aston Martin, Red Bull Advanced Technologies (Adrian Newey), Cosworth, Rimac (battery) and Integral Powertrain (motor): 150 coupés, 85 Spiders (oversubscribed before allocation, LHD and RHD); 6.5-litre NA V12 at 1,014 PS/10,500 rpm, 11,100 rpm redline; combined output quoted between ~1,140 bhp and 1,176 PS by market convention, with current Aston technical material citing 1,055 PS (European convention); Ricardo seven-speed single-clutch sequential; ~1,340-1,355 kg; 17 hydraulic actuators, 200-bar active platform, skyhook/groundhook/aerohook strategies; Unleashed owner programme; per-chassis warranty and three-tier five-year service-plan structure (a 2024 car sold in London carried factory cover to January 2027 with two-year extension eligibility). Valkyrie AMR Pro - 40 customer cars plus two prototypes, left-hand drive only, track only; Le Mans Hypercar-derived architecture: +380 mm wheelbase, +266 mm length, wider tracks, ~twice road-car downforce, >3 g projected lateral capability, no hybrid, ~1,000 bhp to 11,000 rpm, carbon wishbones, Perspex glazing. Valhalla - 999 cars, first customer delivery December 2025: AMG-lineage 4.0 flat-plane-crank twin-turbo V8 (828 PS) with three electric motors, 1,079 PS combined, 1,100 Nm; eight-speed DCT with integrated rear motor and e-reverse; 6.1 kWh 400-volt battery; ~2.5 s to 100 km/h, 350 km/h limited; >600 kg downforce at 240 km/h in Race mode, active rear wing rising 255 mm, brake-by-wire, carbon tub, pushrod front suspension. Public market data: Valkyrie Coupé results US$3.07M (RM Sotheby's Dubai, March 2024), US$2.649M (Dubai, December 2024), €2.284M (Bonhams Zoute, October 2025), £2.227M ('Anemos', RM Sotheby's London, November 2025 - original ~£2.5M base plus ~£500K bespoke options); Vulcan: sub-100 km one-owner AMR Pro-equipped car, RM Sotheby's Arizona, January 2026 - tracker-reported result near £772,000 with public sources conflicting on the outcome, treated as reported rather than confirmed; Valkyrie AMR Pro private asking levels ~€4-6M without public transaction depth; Valhalla market predominantly primary. Companion documents: Buyer's Checklist No. 73 and Model File 73. Values are indicative frameworks, not valuations; nothing here is investment advice.