

ASTON MARTIN COACHBUILT

79

Valour, Valiant, Victor, DBR22, V12 Zagato and V12 Speedster - six expressions of commission and coachbuilding, bought on the build file before the mileage

110-38-1

Valour · Valiant · Victor - the manual V12 trilogy: an anniversary run, an Alonso commission of 38, and a single Q one-off

~22-61-88

DBR22 (reported, no explicit factory statement) · V12 Zagato road cars · V12 Speedster - the speedsters and the Zagato tradition

~2,000 h

Hand-forming hours per V12 Zagato body, roughly five times a standard V12 Vantage - coachbuilding as a measurable fact, and a repair exposure

€0.45-2.8M

The 2026 span, Zagato transaction to Valiant framework - thin markets where scarcity does not create Ferrari-style liquidity

01 EXECUTIVE SUMMARY

This paper closes the Aston Martin library's special-projects shelf: six cars that share a market philosophy - extreme scarcity, Q by Aston Martin involvement, and high dependence on factory provenance - while being mechanically different enough that no generic checklist could serve them. The manual V12 trilogy: the 110-car Valour (715 PS twin-turbo V12, six-speed manual, the 110th-anniversary car), the 38-car Valiant (745 PS, the track-focused evolution commissioned by Fernando Alonso) and the one-off Victor (One-77 tub, Vulcan-derived 7.3 NA V12, manual). The speedsters: the 88-car V12 Speedster and the reported ~22-car DBR22, both open-cockpit automatics. And the tradition: the V12 Zagato of 2011, 61 recognised road cars of hand-formed aluminium over manual V12 Vantage mechanicals. The distinction from Paper 78 organises everything: the halo cars are engineering programmes - these cars are expressions of identity, commission and coachbuilding.

The governing principle is the Commission Rule: on a coachbuilt Aston Martin, the car and its commission are inseparable - without the complete factory story, part of the asset is missing. The Q file, the numbered identity, the original correspondence, the accessories down to the helmets and tonneau covers are not supporting documents; they are a fraction of the value itself. And the market lesson the evidence teaches repeatedly: Aston Martin scarcity does not automatically create Ferrari-style liquidity - these cars are extraordinarily rare, and their buyer pools are equally small, so styling, transmission choice, usability and specification matter as much as the production number.

Key Finding

The manual gearbox is the value engine of the collection: the Valour's three public results (~€1.05M to ~€1.68M) and the Zagato's €455,000 sale rest on it, while the automatic open-cockpit cars have both failed publicly - the V12 Speedster against a €780K-1.08M estimate (highest bid ~US\$646K, Munich 2024) and the DBR22 against €1.9-2.1M (2025). Estimates and asks are not values in these markets.

Bespoke spending is not stored value: the €1.5M-class Valour result carried €160,000 of options, the unsold DBR22 €110,000 - Q content returns as taste, never euro for euro, and every framework in this paper prices the car, not the invoice.

The buyer's line the whole paper serves: buy the Valour for the manual, the Valiant for the track file, the Victor for the archive, the DBR22 and Speedster for complete open-cockpit equipment, and the Zagato for its body and provenance.

02 Q BY ASTON MARTIN

From personalisation to complete cars - and why these six belong in one paper.

Q by Aston Martin began as a personalisation division and grew into a coachbuilder: first liveries and trim, then the V12 Zagato collaboration of 2011, then complete special projects - the Victor commission of 2020, the V12 Speedster, the DBR22 built to mark Q's own tenth anniversary, and finally the Valour and Valiant. What separates this shelf from the halo paper is the engineering direction: Vulcan, Valkyrie and Valhalla were conceived as programmes and sold as machines.

These six were conceived as identities and built as commissions, on existing mechanical families - V12 Vantage, DBS, Vantage architecture, One-77 and Vulcan components - re-bodied, re-charactered and numbered. That is why the Commission Rule governs here and not the Support-System Rule: the operating demands are closer to the donor families' papers, but the value sits in coachwork, numbers and the factory story - and the inspection weight shifts accordingly, from hour ledgers to build files, from systems custody to bodywork and completeness.

COACHBUILT COLLECTION - PRODUCTION AND IDENTITY

Valour (2023-24)	110 cars, the 110th-anniversary number · 5.2 TT V12, 715 PS/753 Nm · bespoke 6-speed manual, mechanical LSD · carbon body, ceramics · V8 Vantage/'Muncher' design cues
Valiant (2024-25)	38 cars, all allocated at reveal · Alonso commission · 745 PS, 6-speed manual · Multimatic ASV dampers, 21-inch magnesium wheels, titanium exhaust, half cage · ~£2M class
Victor (2020)	One car · Q commission · One-77 carbon monocoque, Vulcan-derived 7.3 NA V12 (~836 bhp reported), 6-speed manual · 1970s-80s V8 design language · inspiration for Valour
DBR22 (2022-24)	~22 cars reported - no explicit factory total published · 5.2 TT V12, 715 PS/753 Nm, 8-speed auto · open cockpit, no windscreen · Q's 10th-anniversary project
V12 Zagato (2011-12)	61 road cars generally recognised (early sources quote 65 incl. prototypes/competition; 150 once contemplated) · 5.9 NA V12 ~510 bhp, 6-speed manual · hand-formed aluminium
V12 Speedster (2021-23)	88 cars · 5.2 TT V12 ~700 PS, 8-speed auto · Vantage-derived structure, DBS-derived engine · no roof, no windscreen · £765K list · DBR1/CC100 references

(Production wording is deliberate: the DBR22's ~22 is reported rather than factory-stated, and the Zagato's 61 road cars is the defensible figure against older 65-car counts - numbers are presented with their provenance, and a seller's round figure is never accepted as a factory statement.)

03 VALOUR - THE ANNIVERSARY MANUAL

Not Aston's fastest modern V12 - its deliberate return to mechanical involvement.

The Valour pairs the 5.2 twin-turbo V12 (715 PS, 753 Nm) with a bespoke six-speed manual and an exposed linkage - an arrangement Aston described as unique among contemporary front-engined V12 sports cars - under carbon bodywork that quotes the original V8 Vantage and the RHAM/1 'Muncher' racer by way of the Victor. Allocation was relationship-led as informed market practice, not published rule: 110 cars, heavy Q commissioning, anniversary status. The ownership file is young and specific. The manual gearbox and clutch are the principal value-defining components: bite and slip, release-bearing noise, hydraulic operation, cold synchros, over-rev history, mount condition, linkage alignment - and any aftermarket clutch or altered linkage documented and priced, because the transmission is what the car is for. The carbon body is not DBS-style carbon with a different badge: it is low-volume Valour-specific carbon with potentially long replacement lead times - bonnet, splitter, side aero, rear screen surround, diffuser and mounting points surveyed, clear-coat and PPF edges read.

The V12 and thermal systems follow the DBS-family discipline: boost consistency, turbo lines, intercoolers, ignition data, catalysts, software - and tuning evidence treated as a different purchase. The market has already spoken three times in public, and the spread is the lesson: roughly €1.05 million (Germany, mid-2025), ~€1.48-1.52 million (RM Sotheby's, April 2025, a ~60 km car whose bespoke configuration had added €160,000), and ~€1.68 million (a 40 km car, late 2024). A genuine seven-figure market - with a wide floor, and no euro-for-euro recovery of Q spending.

04 VALIANT - THE TRACK FILE

Alonso's commission, 38 cars - the manual V12 engineered around circuit use.

The Valiant began as Fernando Alonso's personal request for a lighter, more extreme Valour and became a 38-car run, fully allocated before the public reveal, at roughly £2 million before personalisation. The specification is the argument: 745 PS through the six-speed manual, Multimatic Adaptive Spool Valve dampers switching between 32 damper curves in under six milliseconds, 21-inch magnesium wheels saving 14 kg under 'Muncher'-inspired carbon aero discs, a titanium exhaust, a 3D-printed rear subframe, a magnesium torque tube and a motorsport lithium battery - with a half cage and Recaro Podium seats as standard. Aston calls it the most extreme front-engined road car it has produced; this paper calls it the Valour engineered around circuit use, and inspects it accordingly. The track file decides the purchase: dates and venues, tyre heat cycles, brake-fluid history, ceramic assessment, alignment and corner weights, damper settings, splitter and underbody survey, over-rev data, off-track history - a car used on track is not inferior; a car used on track without a ledger is. The magnesium wheels are their own file (impact, cracks, corrosion, coating, no heat-based straightening - never ordinary alloys), the titanium exhaust and half cage complete the specification-integrity check. No mature market exists: a cautious working range of €2.2-2.8 million reflects scarcity and the Alonso origin, indicative rather than transaction-led - rarer and more extreme than Valour, but with a narrower pool of buyers able to run it properly.

05 VICTOR - THE ARCHIVE

One chassis, one potential transaction at a time - an appraised value, not a market value.

The Victor is a single Q commission and the collection's grammatical exception: there is no Victor model market, only one chassis and whatever transaction its owner ever entertains. Built on a One-77 carbon monocoque around a Vulcan-derived 7.3-litre naturally aspirated V12 (~836 bhp reported) with a six-speed manual, dressed in bespoke carbon quoting the V8 Astons of the 1970s and 80s, it later lent its character to the Valour. Because its assembled specification is unique, the ownership protocol is archival: the complete Q commission archive - drawings, specification documents, original correspondence, development and shakedown records, engine certification, gearbox and clutch file, carbon-body tooling information, spares inventory, named Works contacts, transport and repair protocol. The critical systems follow One-77 and Vulcan practice - V12 health by oil pressure and analysis, clutch and driveline, monocoque and body

survey, ceramics, aero, the unique lighting and trim - with one structural difference from every other car in this library: any damaged body component may require recreation rather than replacement from inventory. Valuation is correspondingly a discussion, not a curve: multi-million-euro territory in any insurance or private conversation, dependent on Aston's continuing support, archive completeness, originality and the appetite for modern one-off coachbuilding - the Victor has an appraised value, not a market value, and the paper leaves it there.

06 THE SPEEDSTERS - V12 SPEEDSTER AND DBR22

No roof, no windscreen, no manual - rarity that the market has twice declined to price.

The two open-cockpit cars share a format and a market problem. The V12 Speedster (88 cars, ~700 PS, eight-speed automatic, Vantage-derived structure with DBS-derived engine, £765,000 list) was Q's DBR1/CC100-referencing series, offered with heritage liveries and aviation-influenced commissions. The DBR22 (~22 cars reported, 715 PS/753 Nm, automatic) marked Q's tenth anniversary with DBR1/DB3S references and the collection's most complex single body component: a vast front clamshell whose correct opening procedure alone can take hours of workshop time - hinges, latches, supports, gaps and mounting points inspected, workshop damage hunted. Both cars carry the open-cockpit file: water intrusion, UV damage, drainage, connector corrosion, trim condition, electrical function after rain - and completeness of the delivery equipment (tonneau and weather covers, storage bags, matching helmets where supplied), because accessories are part of the correct car. Mechanically both follow the DBS/Vantage V12 discipline: boost, cooling, ignition, automatic gearbox, ceramics, voltage. The market evidence is the chapter's spine: a 46 km Speedster failed at Munich in 2024 against a €780,000-1.08 million estimate with a reported high bid near US\$646,000; a 177 km DBR22 failed in 2025 against €1.9-2.1 million, its specification carrying €110,000 of options. Rarity is real in both cases - and price discovery is incomplete in both cases, which is exactly what the frameworks below encode.

07 THE ZAGATO TRADITION

Hand-formed aluminium over manual V12 Vantage bones - the collection's oldest and most honest car.

The V12 Zagato of 2011 marked fifty years of the DB4 GT Zagato: the 5.9 naturally aspirated V12 (~510 bhp) and six-speed manual of the V12 Vantage beneath hand-formed aluminium and carbon coachwork with the double-bubble roof - each body absorbing roughly 2,000 labour hours, about five times a standard V12 Vantage. Its production number needs the paper's care: Aston initially contemplated as many as 150 cars, but only 61 road-going V12 Zagatos are now generally recognised, with some earlier sources quoting 65 when prototypes and competition-associated cars are included. The buying file is two-layered. Identity first: chassis sequence, Zagato documentation, Certificate of Authenticity, original order and commission file, plaque and badging, ownership chain.

Then the coachwork: double-bubble roof, bonnet, doors and wings read for hand-formed distortion, fastener corrosion, refinishing and accident repair -the body is the value, and its repair exposure is the risk. Mechanically it is the V12 Vantage paper in fine clothes: clutch, torque tube, gearbox, timing-cover leaks, coils, cooling, ceramics, low voltage. The market is modest and stable rather than explosive: reported chassis number one, with 1,228 km, sold at RM Sotheby's Paris in 2024 for €455,000 - supported by the manual, the NA V12, the Zagato identity and genuine coachwork; constrained by divisive styling, a thin buyer pool, body-repair exposure and standard V12 Vantages at a fraction of the price.

08 THE BESPOKE MARKET

Six thin markets, one lesson - scarcity is not liquidity, and invoices are not values.

COACHBUILT COLLECTION - INDICATIVE FRAMEWORKS, MID-2026

Valour (110)	Public results ~€1.05M / ~€1.5M / ~€1.68M · framework: normal low-mileage car €1.1-1.5M · strong specification and provenance €1.5-1.8M · exceptional commissions above
Valiant (38)	No mature market - cautious working range €2.2-2.8M, Alonso-associated or exceptional specification potentially higher; indicative, not transaction-led
Victor (1)	An appraised value, not a market value - multi-million-euro discussions governed by archive completeness, originality and Aston's continuing support
DBR22 (~22)	€1.9-2.1M estimate failed publicly (177 km car, 2025) · executable market potentially €1.4-1.9M · asks around €2M are not proven values
V12 Zagato (61)	€455K result (chassis one, 1,228 km, Paris 2024) · normal documented car €350-450K · strong low-mileage €450-600K · important chassis or provenance above
V12 Speedster (88)	€780K-1.08M estimate failed (46 km car, Munich 2024; high bid ~US\$646K) · normal low-mileage €550-750K · strong DBR1-style specification €700-900K · €1M+ asks need exceptional justification

(Every band is framework, not valuation - these markets are thin, ask-led and unsentimental: two public no-sales against ambitious estimates, three Valour results spanning €600K, and Q options returning as taste rather than money. The manual cars carry the broadest demand; the automatic speedsters the narrowest.)

MAINTENANCE - PLANNING FRAMEWORKS BY MODEL

Servicing	Annual: Zagato €2,500-5,000 · Valour/Valiant €4,000-8,000 · Speedster/DBR22 €4,000-9,000 · Victor bespoke · major services roughly double
Manual driveline	Clutch and flywheel: Zagato €5,000-9,000 · Valour/Valiant €10,000-20,000+ · Victor potentially substantial five figures
Turbo systems	Valour/Valiant and Speedster/DBR22 turbo events €10,000-30,000+ · Zagato and Victor naturally aspirated - not applicable
Brakes	Ceramics: Zagato €15,000-25,000+ · the moderns €20,000-35,000+ · Victor substantial five figures
Coachwork	Carbon or aluminium repair frequently five figures everywhere - Victor potentially six, because recreation replaces replacement
Wheels and tyres	Tyres €2,000-4,500 by model · Valiant magnesium wheels a specialist file - poor repair is a walk-away, not a discount
Recommissioning	After storage: Zagato €15,000-30,000 · Valour/Valiant €20,000-45,000 · Speedster/DBR22 €20,000-50,000 · Victor individually assessed

(Planning allowances, not quotations. Five-year reserves: V12 Zagato €20,000-40,000 · V12 Speedster €25,000-50,000 · Valour €30,000-60,000 · DBR22 €35,000-75,000 · Valiant with track use €50,000-100,000+ - tyres, ceramics, magnesium wheels and carbon aero become event-based costs · Victor: a factory-agreed contingency, not a standard reserve.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Donor-family mechanicals in bespoke clothes - the DBS, Vantage and V12 Vantage files apply; the risks are bodywork, completeness and thin support, not engines
Maintenance costs	□□□□	Donor-family servicing plus coachbuilt repair exposure - one body event can outweigh five years of maintenance, and Victor components are recreated, not bought
Parts availability	□□□□	Model-specific carbon and hand-formed aluminium with long or unique lead times - the parts path runs through Q and Works, and it is named before purchase
Investment potential	□□□□	Genuine collector assets led by the manuals - but two public no-sales and a €600K Valour spread demand price discipline over scarcity arithmetic

MARQUE BUYING SCORE - ASTON MARTIN COACHBUILT COLLECTION

Category	Collector example (Valour)	Tradition example (V12 Zagato)	Speedster, kit incomplete
Reliability	7 / 10	7 / 10	5 / 10
Driving experience	9.5 / 10	8.5 / 10	8.5 / 10
Ownership cost	3.5 / 10	4.5 / 10	3 / 10
Parts availability	3 / 10	4.5 / 10	3 / 10
Long-term collectability	9 / 10	7 / 10	5.5 / 10
Investment potential	8 / 10	6 / 10	4 / 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 open-cockpit car with missing delivery equipment, water history and an ask calibrated to a failed estimate.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin and Q documentation (Valour: 110 cars for the 110th anniversary, 715 PS/753 Nm twin-turbo V12, bespoke six-speed manual, V8 Vantage and RHAM/1 'Muncher' references; Valiant: 38 cars fully allocated, Alonso commission, 745 PS manual, Multimatic ASV dampers with 32 curves in <6 ms, 21-inch magnesium wheels -14 kg, titanium exhaust, 3D-printed rear subframe, magnesium torque tube, half cage, deliveries from Q4 2024, ~£2M-class pricing per financial reporting; Victor: single Q commission on One-77 monocoque with Vulcan-derived 7.3 NA V12 (~836 bhp reported) and manual; DBR22: Q 10th-anniversary open-cockpit car, 715 PS/753 Nm automatic, ~22 cars reported without an explicit factory total; V12 Zagato: 2011 DB4 GT Zagato anniversary car, 5.9 NA V12 ~510 bhp manual, ~2,000 body hours per car, 61 road cars per recent RM documentation against older 65-car counts and an originally contemplated 150; V12 Speedster: 88 cars, ~700 PS automatic, £765,000 list, DBR1/CC100 references), and public market evidence: Valour results ~€1.05M (Collecting Cars, Germany, July 2025), ~€1.48-1.52M (RM Sotheby's, April 2025, ~60 km, +€160K options) and ~€1.68M (Collecting Cars, December 2024, 40 km); DBR22 unsold against €1.9-2.1M (RM, 2025, 177 km, +€110K options); V12 Zagato €455,000 (chassis one, 1,228 km, RM Paris 2024); V12 Speedster unsold against €780K-1.08M (RM Munich 2024, 46 km, high bid ~US\$646K). Warranty commencement verified per chassis - one Speedster built December 2021 was delivered October 2023, so age and warranty do not align by default; Pinnacle eligibility for extreme Q cars confirmed individually, never assumed. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL

Four passes - identity, coachwork, mechanicals, continuity - and the file before the drive.

The Identity Pass. VIN and numbered identity, original commission and Q file, colour and trim documentation, original and options invoices, delivery date (which may differ materially from build date - one Speedster built in December 2021 was delivered in October 2023, and warranty runs from delivery terms, not assumptions), customer correspondence, Certificates of Conformity and Authenticity where issued, owner chain, exhibition history, and every accessory - covers, bags, helmets, tools. The Coachwork Pass. Carbon or aluminium panels surveyed component by component, open-cockpit structures and drainage, splitters and diffusers, panel alignment, PPF and repaint evidence, mounting points, underbody, bespoke lighting and badges - on these cars the body is the asset, and undocumented repair is a valuation event everywhere. The Mechanical Pass. By donor family: the manual trilogy's clutch, gearbox and linkage files; the twin-turbo cars' boost, cooling and ignition discipline; the Zagato's V12 Vantage checklist - torque tube, timing covers, coils; ceramics measured everywhere; magnesium wheels as a specialist file; software and tuning verification throughout. The Continuity Pass. The Works relationship, a named dealer, parts and tooling availability, transport arrangements, the extended-warranty position confirmed per chassis (a generic Pinnacle page proves nothing for a Victor or Valiant), storage and battery protocol, insurance valuation, repair approval process - factory-led custody, not ordinary warranty.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain numbered identity · incomplete Q commission history · undocumented carbon or aluminium body repair · missing unique accessories · unresolved clutch or gearbox issues on the manual cars · engine tuning · damaged ceramics presented as healthy · Valiant track use without records · DBR22 or Speedster water damage · magnesium-wheel repairs without specialist documentation · no viable Aston Martin support relationship · seller resistance to a Works-level PPI. On this shelf the incomplete car is not a discount - it is a different, lesser asset.

10 SYNTHESIS

The Commission Rule closes the Aston Martin library where it began seventy-nine papers of discipline ago: with the file. On a coachbuilt Aston the car and its commission are inseparable - the Q archive, the numbered identity, the accessories and the factory relationship are the asset's other half, and without them part of the car is simply missing. The hierarchy the evidence supports: the Valour holds the strongest mechanical collector case - manual, twin-turbo V12, 110 cars, usable, meaningful; the Valiant is the rarest production series and the narrowest; the Victor is the most important one-off, an archive with number plates; the Zagato is the most traditional coachbuilt case and the market's honest constant; the DBR22 is the most exclusive speedster with the least proven price; and the V12 Speedster is potentially the value entry, because public evidence shows real depreciation from original cost despite 88 cars. The lesson over all six: Aston Martin scarcity does not create Ferrari-style liquidity - buy the Valour for the manual, the Valiant for the track file, the Victor for the archive, the DBR22 and Speedster for complete open-cockpit equipment, and the Zagato for its body and provenance.

WHO SHOULD BUY THIS CAR

The mechanical collector: a Valour with the clutch and gearbox file clean, Q commission complete and specification in taste - the collection's broadest and best-supported case.

The track-file collector: a Valiant with its ledger, magnesium wheels unrepaired and safety equipment current - the rarest series, bought like a race programme.

The archive collector: the Victor, if ever offered - bought on the completeness of its Q archive and Works relationship, at an appraised rather than market price.

The open-format buyer: a V12 Speedster with every cover, bag and helmet - the collection's demonstrated value entry; or a DBR22 bought well below the asks the market has declined.

The traditionalist: a V12 Zagato with certificate, chain and unrepaired coachwork - manual, naturally aspirated and genuinely hand-formed.

Not: the scarcity arithmetician - two public no-sales and a €600K Valour spread prove that on this shelf, the number on the plaque does not set the price.

BOTTOM LINE

Six commissions, one rule: 110 Valours, 38 Valiants, one Victor, ~22 reported DBR22s, 61 V12 Zagatos, 88 V12 Speedsters - identity, commission and coachbuilding on donor-family mechanicals. The build file is half the asset; the manual gearbox is the value engine; the open automatics have twice failed public price discovery. €0.45-2.8M across the shelf, every band a framework. Buy the Valour for the manual, the Valiant for the track file, the Victor for the archive, the speedsters complete, and the Zagato for its body - and the commission always before the mileage.

ONE-SENTENCE VERDICT

On a coachbuilt Aston Martin the commission and the car are one asset - buy the build file, the bodywork and the factory relationship before the mileage, and never mistake scarcity for liquidity.

SOURCES

Aston Martin and Q by Aston Martin documentation: Valour - 110 cars marking the 110th anniversary; 5.2-litre twin-turbo V12 at 715 PS/753 Nm with bespoke six-speed manual, mechanical LSD, exposed linkage, carbon bodywork, ceramics, adaptive dampers; design references to the original V8 Vantage, RHAM/1 'Muncher' and the Victor. Valiant - 38 cars, all allocated at announcement; origin in Fernando Alonso's personal commission; 745 PS, six-speed manual; Multimatic Adaptive Spool Valve dampers (32 curves, <6 ms); 21-inch magnesium wheels (-14 kg) with carbon aero discs; titanium exhaust; 3D-printed rear subframe; magnesium torque tube (-8.6 kg); motorsport battery; standard half cage and Recaro Podium seats; first deliveries Q4 2024; ~£2 million per contemporary financial reporting. Victor - single Q commission (2020): One-77 carbon monocoque, Vulcan-derived 7.3-litre naturally aspirated V12 (~836 bhp reported), six-speed manual, bespoke carbon body in 1970s-80s V8 idiom; later design inspiration for Valour. DBR22 - Q's tenth-anniversary project (2022): 5.2 twin-turbo V12, 715 PS/753 Nm, eight-speed automatic, open cockpit without windscreen, ~319 km/h; approximately 22 customer cars reported without an explicit factory production statement - numbered short series supported by public chassis evidence. V12 Zagato (2011-12) - DB4 GT Zagato 50th-anniversary collaboration: 5.9 NA V12 (~510 bhp), six-speed manual, hand-formed aluminium and carbon coachwork with double-bubble roof, ~2,000 labour hours per body; 61 road-going cars per recent RM Sotheby's documentation, earlier sources quoting 65 with prototypes/competition cars, from an originally contemplated 150. V12 Speedster (2021-23) - 88 cars: 5.2 twin-turbo V12 ~700 PS/753 Nm, eight-speed automatic, Vantage-derived structure, no roof or windscreen, ~318 km/h, £765,000 including UK VAT; heritage liveries including DBR1 specification. Public market evidence: Valour results ~€1.05M (Collecting Cars, Germany, 7/2025), ~€1.48-1.52M (RM Sotheby's online, 4/2025, ~60 km, +€160K options), ~€1.68M (Collecting Cars, 12/2024, 40 km); DBR22 unsold against €1.9-2.1M estimate (RM, 2025, 177 km, +€110K options); V12 Zagato €455,000 (reported chassis number one, 1,228 km, RM Sotheby's Paris, 2/2024); V12 Speedster unsold against €780,000-1,080,000 estimate (RM Sotheby's Munich, 11/2024, 46 km; reported high bid ~US\$646,000). Warranty commencement per chassis (a December 2021 Speedster delivered October 2023); Pinnacle eligibility for extreme Q cars individual. Companion documents: Buyer's Checklist No. 74 and Model File 74. Values are indicative frameworks, not valuations; nothing here is investment advice.