

FERRARI MONZA SP1 / SP2 · DAYTONA SP3

ICONA PROTOCOL · STRUCTURE · PROVENANCE · SPECIALIST EXAMINATION

Compiled from public sources, the Ferrari Icona series, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · PROVENANCE & PAPERWORK

- ☐ Factory paper trail first: build sheet, Atelier/Tailor Made specification, dealer history, campaign printouts, any Ferrari bodyshop work: captured now, not in twenty years.
- ☐ Monza: the 2022 Cavalcade question asked directly: was this car at the June 2022 event, was it exposed, was it at Ferrari afterwards, what was replaced, where are the work orders?
- ☐ Monza: brake-reservoir campaign (RC78 context) checked by VIN with Ferrari, never inferred from the model name.
- ☐ Daytona: no public campaign exists (Sept 2026): the VIN check through the Ferrari record runs anyway; the charity car carries its own Foundation and auction documentation.
- ☐ Accident history asked by structure: Monza carbon body and repairs; Daytona composite monocoque, cockpit area, engine mounting: who repaired, with what parts, with what testing.
- ☐ Originality: exhaust, ECU, wheels original and with the car; PPF audited (when, paint underneath, edges), never a reason to skip paint inspection.
- ☐ Completeness: Monza driving kit (helmet, gloves), tonneau, covers, tools, books; Daytona hardtop, roof storage components, tools.
- ☐ Storage quality over mileage: climate, maintainer, exercise history; date-stamped items (tyres by DOT, battery, fluids).
- ☐ Usage flags: Cavalcade/event participation, press use, track use: 2,000 km can mean very different lives.
- ☐ Market positioning completed: structure, provenance, originality and completeness weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery and resting voltage first; stabilise before judging warnings: both platforms cascade on low voltage.
- ☐ True cold start: immediate start, oil pressure, idle, misfires, injector and chain noise, smells; oil level only by Ferrari procedure.
- ☐ Monza carbon body walked panel by panel: impact, cracking, repaired laminate, edge damage, filler traces, clearcoat repairs; Virtual Wind Shield fairing geometry and ducts.
- ☐ Monza water check: carpets and floor, seat shells, switchgear, cluster, connector areas, drainage: any dampness, staining or oxidised contacts escalate.
- ☐ Daytona: composite structure sighted where accessible: sills, floor edges, aperture surrounds, underside: any impact evidence escalates to NDT before further discussion.
- ☐ Daytona roof: hardtop fitted and removed where possible: latches, pins, seals, matching finish; water marks in the aperture.
- ☐ DCT cold: R, D, slow manoeuvring, 1-2 and 2-1. Warm: paddle shifts, downshifts, no shudder or delay: both platforms.
- ☐ Steering and rear axle: EPS assist and centring; rear steering felt for stability; kerb-contact history asked directly.
- ☐ Brakes: CCM faces, edges, standing marks, pads, discoloration; tyres by DOT and homologation (Daytona: 345-section rears), flat spots after storage.
- ☐ Underbody: Monza splitter and diffuser; Daytona chimneys, vortex generators, channels, diffuser, fasteners: ground-contact evidence is an aero question, not a cosmetic one.
- ☐ Road test where the seller allows: full warm-up, temperatures, fan cycles, heat soak, restart, fresh leaks: and the second scan.

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C · SPECIALIST EXAMINATION (MINIMUM)

- ☐ The specialist rule applies at Icona value: Ferrari, or a marque authority with composite capability: a generic PPI produces false findings in both directions.
- ☐ Full Ferrari-level scan before AND after the road test: engine, DCT, EPS, rear steer, SCM, ABS, airbag, BCM: cleared-memory evidence is a finding.
- ☐ Monza: carbon body assessment by a composite-literate eye; repaired areas mapped and documented against the factory finish.
- ☐ Monza: water-exposure audit where history indicates: connectors, grounds, column, cluster, seat electronics, corrosion mapping: with the 2022 service records alongside.
- ☐ Daytona: composite monocoque NDT on any doubt: tub, pickups, seat structure, engine mounting: never a bodyshop opinion.
- ☐ Daytona: underbody aero verification after any contact: chimneys, generators, diffuser geometry, part numbers.
- ☐ Engine measurements on doubt (both, Daytona strictly): compression, leakdown, oil analysis; over-rev and fault history where accessible.
- ☐ Rear steering: actuator, position sensor, calibration, four-wheel geometry against the printout: mandatory after any accident or kerb event.
- ☐ DCT: leak inspection on the lift before and after the drive; pressures, adaptations, temperatures.
- ☐ CCM judged by state and standing time, with diagnostic wear values where readable.
- ☐ Originality audit against the build sheet: body parts, exhaust, ECU, wheels, interior: at 499 and 599 cars, part verification outranks appearance.
- ☐ Budget orientation for a full Icona examination with composite assessment (2026): ≈€2,000–5,000+ / ≈£1,700–4,400 / ≈\$2,200–5,500. Indications; obtain quotes.

“A Monza is bought on its body and its weather history; a Daytona on its tub. On an Icona the structure is the asset, and the odometer is a footnote.”

Deep dive: Supercar Models Paper 18 · Model File 18 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every finding makes a bad car: the question is whether it is known, quantifiable and priced in. On an Icona, structure and provenance are the price.

- ☐ Aged tyres, battery, fluids, standing-time consumables: ordinary catch-up, openly priced: storage quality decides how much.
- ☐ A documented, factory-executed water remediation (Monza): a provenance fact to price, not automatically a rejection.
- ☐ Cosmetic carbon repairs: quoted by the right hands; value impact depends on part, quality and disclosure.
- ☐ Open reservoir campaign (Monza, where applicable): resolve before purchase with written Ferrari confirmation.
- ☐ Missing accessories or roof components: real collector deductions, openly priced.
- ☐ PPF renewal or removal: quantifiable; the paint audit underneath is part of the quote.
- ☐ Service gaps on a stored car: priced as catch-up, with the storage-quality evidence alongside.
- ☐ Negotiate from structure, provenance and quantified findings: never from assumed margin.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Structural composite damage (Daytona) or major carbon replacement (Monza) without NDT clearance and documentation.
- Monza: significant water exposure nobody can document: no work orders, no service trail.
- Undisclosed accident; parts failing build-sheet verification.
- Cockpit or seat-structure damage on a Daytona, unexplained.
- Missing hardtop (Daytona) or accessory set (Monza) with no trace.
- Diagnostics cleared just before viewing; mileage or event history that does not reconcile.
- A car whose findings cannot be named, quantified and priced: at this value, the deal-breaker.

F · FIRST WEEK OF OWNERSHIP

- ☐ Maintainer connected; climate-stable storage; insurance and transport arranged before delivery.
- ☐ Purchase file, factory records, PPI report and a photographic baseline archived; Monza accessory set and Daytona roof kit inventoried.
- ☐ Plan real, weather-aware use: these cars age better exercised than parked. Options, not requirements: tracker and dash cam.