

MODEL FILE 18 · ICONA SERIES

FERRARI ICONA

MONZA SP1 · SP2 · DAYTONA SP3 · 2018–2025

THE SERIES IN BRIEF

THE FAMILY

Monza SP1 (single-seat barchetta) and SP2 (two-seat): 499 cars combined, factory-confirmed. Daytona SP3 (targa): 599 regular cars, plus one additional Tailor Made charity car built in 2025 outside the series for the Ferrari Foundation (\$26M at auction): coded as 599 + 1, never as 600. Data hygiene: Icona is not Special Projects: SP1, SP2 and SP3 are Icona names; SP51, SP38 or SP48 Unica are one-offs from a different programme, and Ferrari separates the categories itself. A further Icona is widely rumoured (Ferrari has said it has ideas for more; reports point to an F40-inspired car, possibly for 2027) but nothing is factory-confirmed: the file adds it only when Ferrari does.

TWO ASSET CLASSES

The Monza is technically an 812-derived special series in a unique carbon barchetta body: 810 cv F140 V12, 7-speed DCT, EPS, virtual-short-wheelbase rear steering: a well-understood platform under an irreplaceable shell, with weather exposure as its defining risk. The Daytona SP3 is almost a different asset class: the 812-Competizione-derived F140HC in a full composite chassis of the kind last used on a road Ferrari in the LaFerrari, mid-mounted, with purely passive aerodynamics. One file, two inspection philosophies.

MONZA SP1 / SP2

TECHNICAL BASE

6,496 cc 65° V12, 810 cv at 8,500 rpm (812 engine developed via revised intake flow), 719 Nm, 8,900 rpm maximum, 7-speed DCT, rear drive, EPS, rear steering, E-Diff 3, F1-Trac, SCM-E; about 1,500 kg (SP1) / 1,520 kg (SP2) dry; CCM 398 × 38 and 360 × 32 mm (factory data). SP1 and SP2 share the platform: body configuration (one seat plus tonneau, or two seats and a second hoop) is the variant datum. No Monza-specific engine, DCT, rear-steer, SCM, EPS or CCM failure population exists: 499 collector cars produce no statistics, and none are invented.

CARBON BODY

The prime value-PPI zone: an extensively carbon body whose shell is extremely expensive and hard to replace at this series size. Front clam, sides, entry structure, rear shell, tonneau, splitter, diffuser, roll-hoop surrounds, underbody: impact, delamination, cracking, repaired laminate, edge damage, wrong weave, filler, clearcoat repair, replacement-part history. A properly repaired panel can be mechanically fine and still cost serious collector value: structural or major carbon repair is HIGH/CRITICAL for value. The patented Virtual Wind Shield fairing is functional aerodynamics: geometry, ducts, repairs: a small cockpit-area damage changes the airflow that replaces the windscreen.

WATER EXPOSURE

The most Monza-specific point in the file. This is not a cabriolet: no roof, no windscreen, no weather protection: water exposure is fundamentally more serious than on any Spider: a design characteristic, not a defect. And there is a real field event: the first Cavalcade Icona (June 2022, 80 cars) ran into heavy rain, with substantial water exposure reported across many cars and factory inspections and repairs afterwards. The file does not claim "80 Monzas were destroyed": it records 2022 CAVALCADE WATER EXPOSURE = KNOWN FIELD EVENT and demands the VIN-by-VIN answer: was this car there, was it at Ferrari afterwards, what was replaced, where are the work orders? The water-exposure PPI is its own block: carpets, seat shells, connectors, column, switchgear, cluster, ECU areas, wiring, drainage, corrosion, oxidised connectors: plus the June/July 2022 service history.

RECALLS & ACCESSORIES

European KBA data lists the cross-model brake-reservoir campaign (Ferrari RC78) for the SP1; because the campaign ran across the range, every SP1 and SP2 is checked by VIN with Ferrari rather than by model name: CRITICAL if applicable and open. Completeness is a real Monza value factor: the Loro Piana/Berluti driving kit (helmet, gloves), covers, tonneau, tools, books: mechanically irrelevant, collector-relevant at 499 cars.

DAYTONA SP3

ENGINE & DRIVETRAIN

F140HC: 6,496 cc, 840 cv at 9,250 rpm, 697 Nm, 9,500 rpm, 13.6:1, 7-speed DCT (factory data). The base is the 812 Competizione V12, developed further: titanium conrods about 40 per cent lighter than steel, revised pistons, DLC-coated pins and cams, lightened crankshaft, F1-derived finger followers, reworked variable intake. No failure pattern exists: and the consequence class is VERY HIGH, so a serious purchase records cold start, over-rev and fault history where accessible, oil analysis, compression and leakdown on indication, ECU and exhaust originality, track history. SCM-Frs, SSC 6.1, F1-Trac, e-Diff 3.0, high-performance ABS/EBD; brakes 398 × 223 × 36 and 380 × 253 × 34 mm; tyres 265/30 ZR20 and the very special 345/30 ZR21.

COMPOSITE MONOCOQUE

Priority one, and the reason the SP3 belongs in the F50/LaFerrari inspection category rather than the 812 one: a full composite chassis with F1-derived technologies, last seen in this form on the LaFerrari: and the seat is an integral part of the chassis (driving position adjusted via pedals and controls, not a seat frame). Tub, floor, sills, pickups, rear structure, seat structure, roof and door apertures, engine and gearbox mounting, underside: any impact suspicion means NDT-level composite inspection, never a bodyshop opinion. Cockpit-area damage can be structural in a way no 812 “seat problem” ever is.

ROOF & AERO

A targa with removable hardtop: roof present, matching finish, edges, latches, locating pins, seals, water marks, storage equipment: roof completeness is its own collector item, exactly as on the F50. Windscreen and header-rail aerodynamics were designed for open running: seals, interfaces, drainage checked. No active aero exists: downforce comes entirely from bodywork and the underbody (vortex generators, floor channels, chimneys, double-diffuser-style geometry): less actuator risk, and damaged aero geometry matters all the more: after any ground contact or front damage, aero part verification, not panel gaps: underfloor, chimneys, generators, diffuser, splitter, fasteners.

RECALLS & THE ONE-OFF

The public picture is quiet: no model-level NHTSA safety campaign is identified as of September 2026: which never means “no campaign can apply”: every car goes VIN through the Ferrari record. The 2025 Tailor Made charity car (exposed carbon, Giallo Modena script, sustainable interior) is its own asset: mechanically a normal SP3, provenance-critical: Ferrari Foundation documentation, auction record, original specification, no substitutions.

ICONA DISCIPLINE · BOTH PLATFORMS

STORAGE OVER MILEAGE

Low mileage is not automatically positive: a 500 km Icona can carry six-year-old tyres, an old battery, dried seals, CCM standing marks, aged fuel and barely exercised hydraulics: STORAGE QUALITY outweighs LOW MILEAGE. Battery and low voltage produce cascading warnings on both platforms: age, maintainer, resting voltage, load test: and on a Monza after any water history, connector corrosion and ground points besides. Factory provenance is captured now, not in twenty years: build sheet, Atelier specification, dealer history, campaign printouts, any Ferrari bodyshop work: Classiche is not yet the instrument; the factory paper trail already is.

ORIGINALITY & ACCIDENTS

Modifications are judged strictly: original exhaust, ECU, wheels always with the car; PPF can be sensible on carbon bodies but is audited (when applied, paint underneath, cutting marks, edges) and never prevents a paint inspection. The MI weighting differs from range cars: structural integrity, originality, provenance, factory specification and accident history score very high; mechanical condition high; mileage medium; ordinary wear low. A €15,000 brake service is nearly a footnote next to a composite repair: a 12,000 km original, accident-free, Ferrari-maintained car can be the better asset than an 800 km car with a repaired tub.

COST DISCIPLINE

WORKING LOGIC

Range-car cost tables do not transfer: every significant Icona part is a factory quote with a collector multiplier, and body or structure work is bespoke. What can be planned: services and consumables follow 812 logic on the Monza and Competizione logic on the SP3; tyres (the SP3's 345-section rears especially) and batteries age by calendar; CCM is judged by state and standing time, not kilometres. Everything beyond that: OEM QUOTE REQUIRED.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · THE RIGHT HIERARCHY

Monza: carbon body and structure, then water-exposure history, then accident history, then rear steer and DCT, then the V12, then CCM, then accessories and provenance. Daytona: composite monocoque, then accident history, then engine and driveline, then underbody aero, then roof completeness, then CCM, then normal service points. Two cars, two orders: one discipline.

2 · CONFIDENCE DISCIPLINE

Monza: OEM/government confirmed: the brake-reservoir campaign by region and VIN. Real field event: the 2022 Cavalcade rain exposure, established VIN by VIN. Design characteristic: open cockpit, water risk. Daytona: no confirmed campaign, no failure patterns: high-consequence systems throughout. Both: no sufficient evidence for systemic V12, DCT, rear-steer, SCM, EPS or CCM failures: an honest, nearly empty known-issue column is correct here, not a gap.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. Structural readings: both markets price provenance, originality and structure before condition line items; the charity SP3 and low-numbered cars trade as their own assets; a documented water event or composite repair moves value more than any service gap.

499

Monza SP1 and SP2 combined, factory-confirmed; 810 cv from the developed 812 V12

599 + 1

Daytona SP3 series plus the 2025 Tailor Made charity car: never coded as 600

840 cv

F140HC at 9,250 rpm in a LaFerrari-class composite chassis: a different asset class

Sources: Ferrari factory data for Monza SP1/SP2 and Daytona SP3 (production, outputs, chassis and aero construction, Virtual Wind Shield, integrated seat, charity car); KBA/European campaign data for the SP1 reservoir campaign as sourced; 2022 Cavalcade Icona rain event per contemporary media and owner documentation as sourced; NHTSA queries September 2026 (no SP3 model-level campaigns identified); next-Icona reports (F40 inspiration, 2027) noted as unconfirmed. Cost logic is factory-quote based; market bands follow the verification round.