

FERRARI 812 SUPERFAST

19

The step change - the F12 refined into a new electronic era

800 CV

Ferrari's most powerful series NA V12 at its 2017 launch

First EPS

First Ferrari production road car with electric power steering

2017-2023

Maranello; successor to the F12, before the 12Cilindri

Under EUR 300K

Clean coupes still found; a stable GT, not a flip

01 EXECUTIVE SUMMARY

The Ferrari 812 Superfast is the F12berlinetta refined into a new era. Launched in 2017 as the F12's direct successor and built until 2023, it took the front-engined V12 flagship to 800 CV (789 bhp) from an enlarged 6.5-litre V12, and - in Ferrari's own words - ushered in a new chapter in the company's twelve-cylinder history. The headline is the power. The substance is everything around it: the 812 was the first Ferrari production road car fitted with true electric power steering (EPS), the first to make rear-wheel steering (Virtual Short Wheelbase 2.0, evolved from the F12tdf) standard on a front-V12, and the first front-V12 designed entirely in-house at the Centro Stile, closing the long Pininfarina era that the F12 had carried. [Ferrari]

This is not a rival to the F12 so much as its more sophisticated successor. Many owners regard the F12 as the more visceral, analogue experience; the 812 is technically superior in nearly every measurable respect and the easier car to live with day to day. This paper maps what changed - particularly on the electronic side - separates the engineering from the market, and treats the 812 honestly as what it is: one of the great usable V12 GTs, and a car to buy to keep and drive rather than to flip.

Key Finding

The engine is regarded as bulletproof when serviced; the risks a buyer underwrites are electronic and cosmetic - infotainment and software faults (worst on the earliest 2017-2018 cars), rear-steer calibration, suspension sensors, battery drain, sticky switchgear and carbon-ceramic squeal. Later production generally appears more sorted electronically. [Observed]

A defining buying detail: cars built 2019 and earlier have no petrol particulate filter and the louder V12; cars from 2020 carry the OPF and a quieter exhaust note. Decide which you want before you shop. [Ferrari]

Market: a stable GT, not an investment instrument. Clean European coupes can still be found around or under EUR 300K, with values firm and edging up rather than running; the limited 812 Competizione and Competizione A are a separate, collector-grade market. [Remark]

EVIDENCE BASIS [Ferrari] manufacturer data · [Measured] recorded transaction / auction result · [Observed] owner- and specialist-reported pattern · [Remark] author assessment / market interpretation

02 THE CAR IN THE LINEUP

Not the F12's rival. The F12, refined, and moved into the electronic era.

The 812 Superfast sits one step along Ferrari's front-V12 thread from the F12berlinetta, and it is best read as a refinement rather than a reinvention. It keeps the front-mid-engine, rear-transaxle layout and the all-aluminium philosophy, and shares its visual DNA with the F12 while sharpening every line - a fastback two-box silhouette with an explicit nod to the 365 GTB/4 Daytona of 1969. Where the F12 was, on its own account, a beautiful car, the 812 is a more aggressive and more modern one. Which is the better design is a matter owners can argue happily; both have their own merits, and the 812 does not need to win that argument to stand on its technical case. [Remark]

Three things mark the 812 as the start of a new era. First, steering: it is the first Ferrari production road car with true, rack-level electric power steering (EPS) - distinct from the electric column lock and the hybrid steering assistance seen on other models - integrated with the car's dynamics controls rather than bolted on.

Second, rear-wheel steering: the Virtual Short Wheelbase 2.0 system - developed from the F12tdf - is standard, and on a real B-road it transforms how a large front-V12 car changes direction. Third, design authorship: the 812 is the first front-engined V12 Ferrari styled entirely by the in-house Centro Stile under Flavio Manzoni, ending the Pininfarina collaboration that the F12 had been among the last to carry. [Ferrari]

THE CONTEMPORARY IT IS CONFUSED WITH

The 812 arrived alongside the GTC4Lusso, which also offered a V12 - but the two are not the same engine. The Lusso V12 is the 6.3-litre F140 (690 CV), the same displacement as the F12; the 812 enlarged that engine to 6.5 litres and 800 CV. Same family, different unit. The Lusso is also a four-seat shooting-brake GT, a different car for a different buyer - and, as the forthcoming Lusso paper will show, a very different value story. [Ferrari]

On design longevity the 812 is well placed for the same reason the F12 is: Ferrari did not fill the cabin with large central touchscreens, so it has not dated the way screen-led interiors do. The interface lives on the wheel and in compact satellite pods and twin TFT displays. That restraint should age gracefully - a point that becomes a live question for the screen-heavy generation that follows, and a subject for the next paper. [Remark]

03 ENGINE AND POWERTRAIN

Eight hundred horsepower, naturally aspirated, and a sound that changed in 2020.

The 812's 6,496 cc F140 GA is an enlarged evolution of the F12's 6.3-litre V12 - the bore-up to 6.5 litres, with reworked intake and combustion, lifts output to 800 CV at 8,500 rpm and 718 Nm at 7,000 rpm, with 80 percent of torque available from 3,500 rpm. Specific output is 123 CV per litre, which Ferrari described at launch as a record for a front-mounted production engine, and the unit as the most powerful naturally aspirated production engine it had built at launch. Compression is 13.6:1; the engine revs to around 8,900 rpm. Drive goes through a 7-speed dual-clutch transaxle which, beyond shorter ratios, brought faster shift logic, improved clutch cooling and reduced shift latency over the F12's unit. [Ferrari] Ferrari does not publish model volumes; independent estimates put coupe production loosely in the region of 1,500-2,000-plus, but no figure is confirmed. [Observed]

The performance is a clear step on the F12: 0-100 km/h in 2.9 seconds, 0-200 in 7.9, a top speed above 340 km/h, and a Fiorano lap of 1:21.5 - half a second off the hardcore F12tdf and well clear of the standard F12. [Ferrari]

The OPF line - the single most useful buying fact

Cars built in 2019 and earlier were not fitted with a petrol particulate filter; cars from 2020 onward carry the OPF emissions device, which muffles the exhaust note. The earlier cars are louder and, to many ears, more theatrical; the later cars are quieter and, as it happens, the more electronically sorted (see Section 05). [Ferrari]

There is no right answer - it is a genuine give-and-take between sound and refinement - but it is the first thing to settle before viewing cars, because it splits the market into two different ownership experiences wearing the same badge. [Remark]

Technical specification

Engine	6,496 cc naturally aspirated 65 deg V12, F140 GA (enlarged from the F12's 6.3 L)
Power / torque	800 CV (789 bhp) at 8,500 rpm / 718 Nm at 7,000 rpm; ~8,900 rpm limit; 123 CV/l

Technical specification	
Transmission	7-speed dual-clutch (F1), RWD, E-diff; shorter ratios, faster shifts and improved clutch cooling vs F12
Steering	Electric Power Steering (EPS) - first Ferrari production road car; rear-wheel steer (VSW 2.0, from F12tdf) standard
0-100 / 0-200 km/h	2.9 s / 7.9 s; top speed >340 km/h (211 mph); Fiorano 1:21.5
Weight / balance	~1,525 kg manufacturer-quoted dry weight; 47:53 front:rear (DIN/EU kerb figures run higher)
Brakes	Carbon-ceramic: 398x38 mm front (6-piston), 360x32 mm rear (4-piston); hydraulic (no brake-by-wire)
Emissions	No particulate filter to 2019; OPF fitted from 2020 (quieter exhaust)
Production / years	Maranello, 2017-2023; successor 12Cilindri (2024); volume not officially disclosed

Sources: Ferrari S.p.A. press and technical documentation; SB Race Engineering; Evo, Road & Track, Autocar and Top Gear road tests (engine, gearbox and OPF chronology). Production volume is undisclosed by Ferrari; no official model-total is published, and independent estimates vary.

04 CHASSIS, AERODYNAMICS AND THE NEW ELECTRONICS

The real story of the 812 is not the extra 60 horsepower. It is the steering.

The 812's headline dynamic change is electric power steering, integrated with the full vehicle-dynamics suite rather than treated as a comfort feature. Paired with it is the Virtual Short Wheelbase 2.0 system, which combines that electric steering assistance with rear-wheel steering to shrink the effective wheelbase in corners. On curving B-roads driven with intent, the rear-steer is the single feature that most changes the car's character versus the F12: a long front-V12 GT that turns in like something considerably smaller. It is managed alongside Side Slip Control 5.0, E-Diff, F1-Trac and an F1 track mode. [Ferrari] The EPS drew some debate at launch - several reviewers found the assistance a touch light at high speed - and later software updates are reported to have improved the weighting; it is a calibration preference, not a fault. [Observed]

Aerodynamically the 812 refines the F12's thinking: front turning vanes that tighten the car's wake, a blown rear spoiler, vortex generators and three pairs of underbody dams that account for around 30 percent of a downforce increase over the F12, achieved without an added drag penalty. Weight distribution moves marginally rearward of the F12, to 47:53. [Ferrari]

As with the F12, it is worth noting what the 812 does not have. It retains a conventional, fully hydraulic brake system; brake-by-wire arrived later, with the SF90 Stradale in 2019, and remains associated with Ferrari's electrified cars. So while the 812 modernised the steering, it kept analogue brakes - one more reason the F12-to-812 pair sits on the pre-brake-by-wire side of the line. One detail worth flagging for readers coming from Paper 18: the 812 did away with the F12's moving Active Brake Cooling vanes in favour of fixed brake-cooling ducting - one fewer electromechanical item to seize with age. [Ferrari]

05 OWNERSHIP REALITY - A BUYER'S GUIDE

A more usable car than the F12 - underwritten on the same kind of risk.

Specialist and owner consensus is consistent: the V12 is regarded as bulletproof when serviced on schedule, and the 812 is a genuinely usable everyday GT - more refined and less fatiguing than the louder, pre-OPF F12. The honest counterpart is that, like the F12, what a buyer underwrites is electronic and cosmetic rather than mechanical. New cars came with a 3-year unlimited-mileage warranty plus a 7-year genuine-maintenance programme that transfers with the car (covering scheduled servicing, not wear items). [Observed]

The known items, with the model-year pattern that matters:

What goes wrong

Infotainment / software	The most-cited area. Bugs and glitches are concentrated on the earliest 2017-2018 cars; rear-view-camera and parking-camera dropouts are an era-typical complaint, and the head unit ages and is costly to replace. Materially improved from 2019-2020 on. [Observed]
Rear-steer calibration	The VSW 2.0 rear-steering system can throw calibration faults; checked and reset by a competent specialist. Improved from 2019. [Observed]
Suspension sensors / lift	Suspension sensor faults occur, and the front nose-lift (where fitted) can develop hydraulic leaks with age - specialist work, not catastrophic. Price the lift's condition in. [Observed]
Tyres / alignment	Real-world ownership factor: the 812 is notably sensitive to tyre choice (behaviour differs between Michelin Pilot Super Sport and Pilot Sport 4S), to tyre age, and to alignment. Confirm fresh, matched, correct-spec tyres and a proper geometry. [Observed]
Battery / parasitic drain	Era-typical sensitivity to disuse; a conditioner is effectively mandatory on a stored car, and a tired battery surfaces electrical faults quickly. [Observed]
Switchgear / cosmetics	Soft-touch buttons can go sticky and interior trim can wear, mostly on earlier cars; carbon-ceramic brake squeal is common and usually not a fault. [Observed]
812 GTS - roof & recall	The GTS folding hard-top is reliable, but roof alignment sensors can fail and occasional recalibration is needed. The GTS was also subject to a 2020 Ferrari factory recall (campaign) for rear-window adhesion - confirm it was carried out. [Observed]
High-mileage / track items	SCM-E dampers and carbon-ceramic discs are wear items with significant replacement cost on harder-used cars. Secondary to electronics. [Observed]
Service-record dependence	As ever, an unserviced car is the real risk, not the design; insist on complete, in-network history. [Remark]

MODEL YEARS, IN PLAIN TERMS

2017-2018: the most character on the early pre-OPF cars, but the most infotainment and electrical niggles and sticky switchgear. 2019: improved electronics and rear-steer calibration, still pre-OPF (louder). 2020 onward: the most sorted electronically, but OPF-equipped and quieter. Choose the trade you actually want, then buy the best-history example of it. [Observed]

What to prioritise when buying: complete in-network service history; a car that has been driven rather than stored; the OPF/non-OPF choice settled in advance; rear-steer and suspension health confirmed on inspection; and a specialist-plus-dealer network around you for the software-level work. [Remark]

Specification moves price as much as mileage. The 812 market rewards the carbon-fibre exterior package, forged wheels, the front lift, and historically resonant colours - Rosso Corsa, Giallo Modena, Blu Tour de France among them, with Atelier and Tailor Made commissions above them. A strong, coherent specification holds value; an awkward one discounts an otherwise sound car. Read the build sheet as carefully as the service book. [Remark]

06 VARIANTS AND SPECIALS

Two markets again: the GT you drive, and the collector cars you keep apart from it.

The 812 Superfast coupe is the volume car and the subject of this paper. The 812 GTS, unveiled in 2019, is its open-top sibling - Ferrari's first series-production front-engined V12 convertible in roughly fifty years - mechanically near-identical but around 75 kg heavier and, in the market, typically dearer. Above both sit the limited, track-focused 812 Competizione (999 cars) and the open Competizione A (599 cars): a higher-output 6.5 with a 9,500 rpm limit, independent four-wheel steering and extensive aerodynamics. Those are a separate, collector-grade and appreciating market - the 812's equivalent of the F12tdf - and their results are excluded from this paper's standard-car analysis. A handful of SP-series one-offs (such as the SP51) trade privately and individually. [Ferrari]

07 THE MARKET

Firm, not flying - and split by body style and options more than by mileage.

The series holds a usable public sample on the standard 812. US sold results, taken as monthly medians, have firmed through 2026 - from the mid-USD 400Ks in mid-2025 to medians around USD 590-630K in spring 2026. Read those upper medians with care: they reflect a very small number of transactions and are frequently dominated by GTS and highly optioned examples, not plain coupes. That is why a clean coupe can sell for far less than the headline median - the cleanest single coupe datapoint on file is a 2018 Superfast with around 6,500 miles and USD 154K of original options that sold for USD 302,000: a textbook illustration that option sheets depreciate far faster than the cars. [Measured]

In Europe, clean coupes have lately been available at or a little under EUR 300K for nice examples in good colours - with higher-mileage cars from around EUR 309K seen on the market. The GTS carries a clear premium over the coupe in European reads, with Atelier specifications higher again, and the Competizione cars in seven figures. Values are firm and edging up rather than running. The structural point Ferrari buyers should hold onto: this is a full two-seat V12 GT, and it behaves quite differently from the four-seat Lusso and FF, which sit far lower - a contrast the Lusso paper will draw out. [Remark]

Market reference points			
US sold (median, mid-2025)	2025-07/11	~USD 450-462K	Single-sale months; coupe/GTS mix
US sold (median, spring 2026)	2026-04/06	~USD 570-630K	GTS- and spec-weighted; not plain coupes
Documented coupe sale	2025-07	USD 302,000	2018, ~6.5k mi, USD 154K options - Bianco Fuji
Europe - clean coupe (read)	Now	at / under EUR 300K	Nice colours, good history
Europe - used coupe (listings)	Recent	from ~EUR 309K	Higher mileage; GTS/Atelier higher
812 Competizione / A	-	seven figures	Separate collector market; excluded

Methodology

US figures are monthly medians of recorded auction and platform results (BaT, Cars and Bids, Collecting Cars, RM Sotheby's) and are labelled as measured; the spring-2026 medians are small-n and GTS/spec-weighted, so they describe the upper market, not a plain-coupe price. European figures combine recorded listings with the series' clean-market read. Public transaction volume is limited because many 812s trade privately through specialist dealers, which keeps the open sample thin. Currency is reported as transacted; EUR and USD are not normalised, and exchange-rate volatility affects cross-market comparison, so the two read as separate markets. The Competizione cars are excluded. [Remark]

08 OUTLOOK

A keeper, not a numbered car. Buy it to drive; expect to roughly hold, not to profit.

The 812's value case is different from the F12's, and it is important to be honest about it. The F12 leans on being one of the last of an old idea; the 812 carries the front-V12 line forward, and the naturally aspirated twelve itself continues in the 12Cilindri, so the 812 does not have the same end-of-era scarcity argument under it. What it has instead is genuine completeness as a GT, the most powerful engine of the F12 lineage, and - for the pre-2020 cars - a sound the later cars cannot match. [Remark]

This is therefore a stable GT rather than an investment instrument. It is not a numbered car; it does not behave like one and should not be bought as one. Realistically, a good 812 bought well and kept should roughly return what is put into it across maintenance and use - you drive it, you enjoy it, and with luck and the right car you come out marginally ahead rather than down. The important contrast is with the four-seat GTs: unlike the Lusso and FF, the 812 is not a car that collapses in value, and that floor under a usable V12 is the real point. [Remark]

Value scenarios - standard coupe, good car		
Year 1	Stable	Firm; the cheapest sound cars have already cleared. Body style and spec decide more than the calendar.
Year 3	Stable to slightly firmer	NA-V12 desirability supports the floor; well-specified, well-documented cars lead. Pre-OPF cars hold a modest sound premium.
Year 5	History- and spec-led	Behaves as a usable modern classic: the gap between exceptional and ordinary cars widens. A keeper that should roughly hold, not a flip.

Directional only, and assuming no broad collector-market shock. The honest summary: the 812 is unlikely to appreciate like a limited car, but it is well-supported for a high-volume model and very unlikely to fall like a four-seat GT. [Remark]

09 SYNTHESIS

The F12 made you feel it. The 812 lets you live with it.

The 812 Superfast is the F12 refined and moved decisively into Ferrari's electronic era: electric steering, standard rear-steer, 800 CV from an enlarged V12, and the first in-house design of the front-V12 line. It is

technically the superior car and the more usable one, even if the F12 keeps the edge on raw, unfiltered drama. The two are best understood not as rivals but as two expressions of the same idea, a refinement apart. [Remark]

For a buyer the rule is clean. Settle the one big question first - pre-2020 sound or post-2020 refinement - then find the best-documented, sanely specified, regularly driven car you can. Bought that way, the 812 is a serious driving instrument and an unusually complete GT that should cost you little to own beyond the pleasure of using it. Buy it for what it is, keep it, and drive it. [Remark]

BOTTOM LINE

The 812 is the F12's more sophisticated successor and one of the great usable V12 GTs. Underwrite the electronics, settle the OPF question, and buy on history and specification. It is a keeper, not a flip - and on this car, that is exactly the point.

SOURCES

Ferrari S.p.A. press and technical documentation (812 Superfast; SF90 Stradale for the brake-by-wire chronology). Specifications and engineering corroborated against SB Race Engineering and the road-test record - Evo, Road & Track, Autocar and Top Gear (engine, gearbox, EPS, rear-steer and OPF chronology). Ownership patterns, model-year reliability, tyre and options guidance from Exotic Car Hacks, CarsCounsel and FerrariChat technical discussions. Sold results and listing data (Bring a Trailer, Cars and Bids, Collecting Cars, RM Sotheby's; mobile.de and AutoScout24), held on file with the series. All figures from public sources; Ferrari does not disclose model production volumes.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB and writes from inside the enthusiast and collector market rather than at arm's length from it. This paper is research and commentary, not investment advice; collector-car values are volatile and illiquid, and any purchase decision is the reader's own.