

FERRARI 12CILINDRI

20

The departure - a clean-sheet, Daytona-influenced, fully digital V12 GT

830 CV

Naturally aspirated 6.5 V12
at 9,250 rpm - 9,500 rpm
redline

8-speed + BBW

New gearbox and brake-by-
wire - a technical
departure from the 812

2024 -

Successor to the 812;
Daytona-influenced clean-
sheet design

The Departure

Best-driving of the line -
its long-term standing
unwritten

01 EXECUTIVE SUMMARY

The Ferrari 12Cilindri (Dodici Cilindri) is the successor to the 812 Superfast and the car that is the current culmination of the modern front-V12 trilogy this series has traced: 599 to F12 to 812 to this. Revealed in May 2024 as a coupe and a Spider, and Ferrari's flagship front-engined V12 GT, it keeps the formula - front-mid V12, rear transaxle, two seats, aluminium chassis - but breaks sharply with the look and the cabin of the cars before it. The engine is an evolution; the design and the interior are a departure. [Ferrari]

Mechanically it is, on current evidence, the most advanced of the line. The 6.5-litre V12 is derived from the 812 Competizione specification and tuned to 830 CV at 9,250 rpm with a 9,500 rpm limit, driving a new 8-speed dual-clutch gearbox, and - for the first time on a front-engined V12 Ferrari GT - the car carries brake-by-wire. It is widely regarded as the best-driving of the front-V12 cars. The open questions are not about how it goes; they are about how a clean-sheet, deliberately controversial design and a fully digital cabin will be regarded in ten or twenty years. This paper separates the two.

Key Finding

Engineering: the apex of the F140 V12 line to date - higher-revving and more powerful than the 812, though with slightly less peak torque (678 vs 718 Nm), consistent with Ferrari's emissions and drivability objectives. The new 8-speed gearbox and brake-by-wire are real technical steps. [Ferrari]

Ownership: too new for a meaningful fault history. The first seven years of scheduled servicing are covered by Ferrari's genuine-maintenance programme, so running costs are effectively tyres and consumables for now; the watch-items are tyres, the usual modern-Ferrari electronic dependence, and the long-term standing of the all-digital cabin.

Market: holds reasonably but has softened from launch highs. European examples are widely offered from around EUR 380K upward, with the odd single car lower. Not - on the evidence so far - an investment car; it is too new to call, and time will tell.

EVIDENCE BASIS [Ferrari] manufacturer data · [Measured] recorded transaction / auction result

02 THE CAR IN THE LINEUP

The same formula, a clean sheet of paper. The trilogy's current culmination.

Read across the three papers, the line is clear. The F12 was the hinge, where the front-V12 flagship turned modern. The 812 was the step change, refining that car into the electronic era. The 12Cilindri is the departure: it keeps the architecture but resets the bodywork, the cabin and part of the running gear, and it is the point at which the line crosses into brake-by-wire and an 8-speed gearbox. It is Ferrari's flagship front-engined V12 GT, and Ferrari frames it as the purest expression of the front-engined V12 berlinetta idea. [Ferrari]

The important thing to be honest about is what is evolution and what is departure. The engine, the chassis concept and the two-seat GT mission are evolution - the 12Cilindri hones the 812's recipe rather than replacing it. The design, the all-digital interior and the move to brake-by-wire are the departure. Calling the whole car a clean break overstates it; calling it merely a facelifted 812 understates it. It is a new body and a new cabin on a deeply developed version of a known, excellent platform.

The trilogy, by the numbers

	F12berlinetta	812 Superfast	12Cilindri
Power	740 CV	800 CV	830 CV
Torque	690 Nm	718 Nm	678 Nm
Redline	~8,700 rpm	~8,900 rpm	9,500 rpm
Gearbox	7-speed DCT	7-speed DCT	8-speed DCT
Steering	Hydraulic	EPS + rear-steer	EPS + indep. 4WS
Brakes	Hydraulic	Hydraulic	Brake-by-wire
Fiorano	1:23.0	1:21.5	faster than 812

WHERE IT SITS IN THE TRILOGY

F12berlinetta (Paper 18) - the hinge: the first modern, DI, all-aluminium front-V12, hydraulic steering, analogue brakes. 812 Superfast (Paper 19) - the step change: EPS, standard rear-steer, 800 CV, still hydraulic brakes. 12Cilindri (this paper) - the departure: 830 CV, 8-speed, brake-by-wire, four-wheel steering, and a clean-sheet design. Same idea, three decades of evolution, and a deliberate visual reset at the end of it.

03 ENGINE AND POWERTRAIN

Eight hundred and thirty horsepower at nine and a quarter thousand rpm - and the end of the road in sight.

The 6,496 cc naturally aspirated 65-degree V12 (F140 HD) is the latest evolution of the engine family that began with the Enzo, and it is derived from the 812 Competizione specification: titanium connecting rods, lightweight aluminium-alloy pistons, and a rigid valvetrain with sliding/roller finger followers drawing on Ferrari's Formula 1 valvetrain experience. Output is 830 CV (around 819 bhp) at 9,250 rpm, with a 9,500 rpm redline and a specific output of about 126 CV per litre. There is no turbocharging and no hybrid assistance. [Ferrari]

One nuance matters and is easy to miss. Peak torque is 678 Nm at 7,250 rpm - slightly less than the 812 Superfast's 718 Nm - consistent with Ferrari's emissions and drivability objectives. To preserve the sense of an endless top end, Ferrari added Aspirated Torque Shaping in third and fourth gears, electronically shaping the delivery into a building crescendo. The result, on the testers' accounts, is a car that feels less brutal and more refined than the 812 while pulling harder at the top. By Ferrari's own characterisation, this engine sits at the limit of what is achievable in the current emissions environment, and Ferrari's engineers describe Euro 7 compliance, as currently proposed, as an enormous challenge - the regulatory timetable and final form are still evolving. On that framing, the 12Cilindri can be read as a high-water mark for the unassisted V12. [Ferrari]

The technical departure - gearbox and brakes

The 12Cilindri adopts the 8-speed dual-clutch transaxle first seen on the SF90 (2019), replacing the 7-speed used by the F12 and 812, with shifts around 30 percent faster than the previous V12 berlinettas and taller 21-inch tyres effectively shortening the gearing. [Ferrari]

More importantly for this series' running theme: the 12Cilindri carries brake-by-wire. The F12 and 812 were defined, in part, by sitting on the pre-brake-by-wire side of the line; the 12Cilindri is the front-V12 GT that finally crosses it. That is the clearest single piece of evidence that this is a new technical generation, not a facelift.

Technical specification	
Engine	6,496 cc naturally aspirated 65 deg V12, F140 HD (from the 812 Competizione)
Power / torque	830 CV (~819 bhp) at 9,250 rpm / 678 Nm at 7,250 rpm; 9,500 rpm limit; ~126 CV/l
Transmission	8-speed dual-clutch (F1), RWD; ~30% faster shifts than F12/812; 21-inch wheels
Steering / chassis	Independent four-wheel steering; aluminium spaceframe ~15% stiffer than 812
Brakes	Carbon-ceramic 398 mm front / 360 mm rear; brake-by-wire (first on a front-V12 Ferrari GT)
Dynamics	Side Slip Control 8.0; MagneRide dampers; active rear spoiler (~50 kg downforce)
0-100 / 0-200 km/h	2.9 s / <7.9 s; top speed >340 km/h (211 mph); laps Fiorano faster than 812 and 296 GTB
Weight / balance	~1,560 kg dry (Spider ~1,610 kg); ~48:52 front:rear
Body styles / years	Coupe and Spider (retractable hard top), 2024 - ; current model

Sources: Ferrari press and technical documentation; Evo, Road & Track, Autocar, Top Gear and Motor1 road tests and launch coverage. Figures as published; Ferrari quotes dry weight only.

04 CHASSIS, AERODYNAMICS AND THE ELECTRONIC STEP

The line the F12 and 812 sat behind - the 12Cilindri is the car that crosses it.

Underneath, the 12Cilindri is the most electronically integrated front-V12 GT Ferrari has built - and the basis for that claim is concrete. The 812 already had EPS and standard rear-wheel steering, but kept hydraulic brakes and an earlier Side Slip Control; the 12Cilindri adds independent four-wheel steering, the latest SSC 8.0 and, decisively, brake-by-wire. Independent four-wheel steering - the rear wheels able to steer independently of one another - works with Side Slip Control 8.0, a six-way chassis sensor pack that estimates grip and slip at each wheel, and MagneRide semi-active dampers with a Bumpy Road mode. The aluminium spaceframe is around 15 percent stiffer than the 812's, and an active rear spoiler that tilts at speed contributes roughly 50 kg of downforce while doubling as an aero brake. [Ferrari]

The defining change is brake-by-wire. On the F12 and 812 papers, the absence of brake-by-wire was a recurring marker that placed those cars on the analogue side of a technical line. The 12Cilindri removes the hydraulic mechanical link and adopts the electronically actuated system used by Ferrari's newest cars, described as more precise and faster-reacting. Whatever one's view of it, it is the single clearest signal that the 12Cilindri belongs to a new generation. Together with the 8-speed gearbox and four-wheel steering, it makes this the most refined and the most digital of the three - which is exactly the source of both the praise and the reservations.

05 THE CABIN AND THE SCREEN QUESTION

Fully digital, fully configurable - and an open question no one can answer yet.

Inside, the departure is at its most drastic. The 12Cilindri introduces a fully digital, three-screen interface - a 15.6-inch driver display, a 10.25-inch central touchscreen and an 8.8-inch passenger display - arranged around a dual-cockpit theme. The analogue rev counter with its small flanking displays, a signature of the cars before it, is gone, replaced by a configurable digital cluster whose colours can be set to taste. It is not unattractive, and the consensus is that owners acclimatise to it quickly. [Ferrari]

It is fair, though, to record the enthusiast reservation honestly, because it is widely held. Many would have preferred Ferrari to carry the analogue instrument forward and apply new technology around it rather than replace it wholesale; the digital cluster gains configurability but loses a piece of the car's character. There is also a longer-term unknown that applies to this whole new screen-led generation of Ferraris - the 296, the SF90 and the Roma among them, and the screen-led GTs that follow - which is simply how a large central screen behind the wheel will look, and date, in fifteen or twenty years. Ferraris routinely stay on the road for two, three, four decades; whether a screen-defined interior ages as gracefully as a dial-defined one is genuinely not yet known. And the concern is practical, not only aesthetic: unlike an engine or a chassis, infotainment architecture is difficult to restore once suppliers discontinue the hardware and software support behind it. The precedent is everywhere - the fixed colour screens and menu systems built into cars of the early 2000s now look and function like the era they came from, in a way the analogue dials of the same period do not. It is not a flaw - it is an open question, and it belongs in the file as one.

WHY THE SCREEN QUESTION MATTERS HERE

This is not a complaint about usability; the interface works well. It is about longevity and feel. The older front-V12 cars avoided large central screens and have aged well partly for that reason (see Papers 18-19). The 12Cilindri makes the opposite bet. For a car bought to be kept, that bet is worth understanding before purchase, even though no one can yet say how it resolves.

06 DESIGN - THE DEPARTURE

Sharp, divisive, Daytona-referencing - and a car you have to see in person to judge.

The 12Cilindri keeps the long-hood, two-box GT silhouette but is otherwise a clean-sheet design by Flavio Manzoni's Centro Stile. The most discussed element is the black panel set ahead of the hood and between the headlights, a deliberate reference to the plexiglass visor of early 365 GTB/4 Daytona cars - a backward glance built into a forward-looking shape. The treatment of the slim rear lights is the other talking point. [Ferrari]

It is a genuinely divisive design, and this paper will not pretend otherwise. Not everyone warms to the overall shape or the rear-light graphic, and a recurring observation from those who have seen it in person is that photographs flatter it poorly in both directions; the strong recommendation - shared by many who came to it sceptical - is to withhold judgement until seeing the car in person, where the surfacing and proportion read very differently. The Spider, with its retractable hard top, carries the same language with its own rear treatment. Where the design ultimately settles in the marque's affections is, like the cabin, something only time will decide.

07 OWNERSHIP REALITY - A BUYER'S GUIDE

Too new for a fault list - so the honest guidance is about what to watch, not what breaks.

The 12Cilindri is new enough that there is no meaningful field history of faults, and it would be dishonest to invent one. The early signs are nonetheless reassuring: press cars and the first owner reports have surfaced no systemic problems so far, which is what one would hope for but cannot yet treat as a track record. What can be said is structural. Scheduled servicing is covered for the first seven years by Ferrari's genuine-maintenance programme, which transfers with the car, so for the foreseeable future an owner's running costs are effectively tyres and consumables rather than service bills. The car wears 21-inch Michelin Pilot Sport S5 or Goodyear Eagle F1 Supersport tyres; as on the 812, tyre choice, condition and alignment are worth attention.

What to watch, rather than what is known to fail:

Watch-items on an early car

Electronics / displays	The car's defining feature is also its main unknown. Treat the all-digital HMI and the wider software as the thing to keep updated and to budget around long term. Software maturity is likely to define early ownership: keep on top of over-the-air updates and dealer software campaigns, as early cars of any new Ferrari generation tend to see the most revisions.
Tyres / alignment	As with the 812, the car is sensitive to tyre type, age and geometry. Confirm correct-spec, matched, sound tyres and a proper alignment.
Brake-by-wire	A new system on this line. No pattern of problems is established; simply have it checked on a PPI like any other new-generation system, and keep it dealer-serviced.
Warranty / maintenance	Confirm where the car sits in the 3-year warranty and 7-year maintenance windows; both add value and both transfer.
Specification	Options are heavy on this car (six-figure options lists are common). A coherent, well-chosen specification - and the Daytona-cue and colour choices that suit the shape - will matter to resale. Read the build sheet.
History / PPI	Even on a near-new car, insist on full Ferrari history and a pre-purchase inspection; the usual rule holds.

08 THE MARKET

Holding reasonably, softened from launch - and far too new to call an investment.

New, the 12Cilindri lists at roughly EUR 395-400K for the coupe (about GBP 336,500 in the UK), with the Spider carrying a premium of the order of GBP 30K and options routinely adding a great deal more. On the used market the picture is straightforward: values hold reasonably but have come off the initial launch highs. In Europe the car is widely offered from around EUR 380K upward; a few single examples have appeared lower, but the cluster sits at and above that level.

Whether it is an investment car cannot honestly be answered yet, and the honest answer for now is no - or at least, not determinable. It is a current production model with supply still flowing, a depreciation curve still forming, and a design whose long-term reception is unsettled. It should be bought as what it is - widely regarded as the best-driving front-V12 GT Ferrari currently makes - and not as a financial position. Time will tell where it settles; this file will be updated as a real transaction history accumulates.

For historical perspective rather than prediction: both the F12 and the 812 gave up value in their first years on the used market before stabilising - the early discount on a current front-V12 Ferrari is normal, not a signal - and only later, as production ended and the naturally aspirated V12 became a finite proposition, did they firm. The 12Cilindri is at the very start of that curve, with the added uncertainty that its design and cabin are not yet settled in the market's mind. Where it goes from here is genuinely open.

Market reference points			
New list - coupe	2026	~EUR 395-400K	Approx. GBP 336,500; options add heavily
New list - Spider	2026	coupe + ~GBP 30K	Retractable hard top
Europe - used (read)	Now	from ~EUR 380K up	Cluster at/above; occasional single car lower
Investment status	-	not determinable	Current model; curve still forming

Methodology

New-list figures are from Ferrari and published market pricing and are labelled accordingly. The used read reflects current European offer levels - dozens of listings observed across the major European platforms - rather than a settled sold-transaction series, which does not yet exist in usable size for a 2024-on car; it is therefore given as an observed offer range, not a measured median. Currency is reported as quoted and not normalised. This section will firm up as sold data accumulates.

09 SYNTHESIS

The best of them to drive - and the one whose place is not yet written.

The 12Cilindri is the current culmination of Ferrari's front-engined V12 GT. On the road it is, by broad agreement, the finest of the three this series has covered - more power, more revs, a quicker, more modern gearbox, brake-by-wire precision and a more refined demeanour than the 812, with an engine its own makers call a high-water mark for the unassisted V12. As a driving instrument it needs no defending.

Where it differs from its predecessors is that two of its defining choices - the clean-sheet, divisive design and the fully digital cabin - cannot yet be judged, only noted. The F12 and 812 have known how they age; the 12Cilindri has made bets whose outcome is genuinely open. The sensible reading is to buy it for what is certain - that it is a magnificent V12 GT to drive, with running costs covered for years - rather than for what is not: its long-term design standing or its value trajectory. Buy it to drive, keep it, and let time answer the rest. The next papers leave the two-seat berlinetta behind and turn to the four-seat GTs - the FF and GTC4Lusso - a different proposition for a different owner.

The trilogy at a glance			
	F12berlinetta	812 Superfast	12Cilindri
Character	Most analogue	Most balanced	Most advanced
Steering	Hydraulic	EPS	EPS + latest 4WS
Brakes	Hydraulic	Hydraulic	Brake-by-wire
Cabin	Traditional	Transitional	Fully digital
Ownership risk	Mechanical age	Electronics	Software maturity
Collector outlook	Strong	Stable	Too early to judge

BOTTOM LINE

On current evidence, the most advanced front-V12 GT Ferrari makes today, and the current culmination of the trilogy. The engineering is settled and superb; the design and the all-digital cabin are deliberate, divisive bets whose verdict is still out. Buy it to drive, on history and specification, and treat its long-term standing as the open question it honestly is - on the evidence available today, not yet an investment, just a great car.

SOURCES

Ferrari press and technical documentation (12Cilindri and 12Cilindri Spider). Specifications and driving assessments corroborated against the road-test record - Evo, Road & Track, Autocar, Top Gear, Motor1 and contemporary launch coverage (engine, gearbox, brake-by-wire, four-wheel steering, design and interior). New pricing from Ferrari and published market data; used offer levels from current European market listings, held on file with the series. All figures from public sources; Ferrari quotes dry weight only and does not disclose model 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.