

FERRARI ROMA

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The understated one - the elegant Dolce Vita coupe, predecessor to the Amalfi

620 CV

Twin-turbo V8, 8-speed DCT
- the front-engine GT V8,
shared with the Portofino

1,472 kg dry

The light, stiff coupe -
0-100 in 3.4 s, top above
320 km/h

2019-2024

The 'Dolce Vita' coupe;
predecessor to the Amalfi

Understated

A beautiful, not-too-flashy
Ferrari - a real value
proposition

01 EXECUTIVE SUMMARY

The Ferrari Roma is the elegant one - the understated, design-led coupe of the front-engined V8 GT line. Launched in 2019 under the banner of 'La Nuova Dolce Vita,' it is a clean, beautiful 2+2 that takes the Portofino's mechanical package and wraps it in arguably the prettiest modern Ferrari body. It is the quiet, not-too-flashy way into the marque: a genuine Ferrari for someone who wants one without the noise.

It is the coupe sibling to the Portofino and the direct predecessor to the Amalfi, and it shares the 3.9-litre twin-turbo V8 and much of the technology covered in those papers and in the GTC4Lusso T. This paper takes it as what it is: a typical, and very good, Ferrari grand tourer - beautiful, robust and genuinely fast - whose one real weakness is a cabin interface Ferrari itself has since walked back.

Key Finding

A beautiful, understated GT and a strong value proposition. The Roma pairs one of the finest modern Ferrari designs with a 620 CV twin-turbo V8 - 0-100 km/h in 3.4 seconds, top speed above 320 km/h - and is genuinely fast; treat it carelessly and it will bite.

Robust and usable. Mechanically it is the well-proven front-V8 GT package shared with the Portofino and Lusso T - a possible daily, easy to place on the road, with few real flaws.

The one weakness is the cabin: criticised material quality, a laggy central screen that washes out in sun, and the haptic touch controls of this Ferrari era. Ferrari has since reversed course - the Amalfi returns to physical buttons. Buy the Roma for the design and the value, spec the right colour, and look past the interface.

EVIDENCE BASIS manufacturer data · recorded transaction / auction result

02 THE CAR IN THE LINEUP

The coupe to the Portofino's convertible - and the elegant one of the family.

The Roma is the fixed-roof coupe of the front-engined V8 GT line, built on the Portofino's platform and sharing its 3.9-litre twin-turbo V8 - but lighter, stiffer and more focused. At 1,472 kg dry it is meaningfully lighter than the Portofino, with around 70 percent of the bodyshell and chassis new for greater torsional rigidity, and it uses the 8-speed dual-clutch gearbox from the SF90 Stradale rather than the Portofino's original seven-speed. Ferrari claims the best weight-to-power ratio in its segment (2.37 kg/cv).

Its design theme - La Nuova Dolce Vita - reaches back to the elegant Ferrari GTs of the 1950s and 60s, the 250 GT Lusso and 612 Scaglietti among them. In the range it sits as the elegant entry coupe, below the mid-engined cars and the V12s. The open Roma Spider arrived in 2023 as the Portofino's replacement (with a fabric soft top in place of a folding hardtop), and the coupe was succeeded in 2025 by the closely related Amalfi. The Roma's pitch is consistent throughout: the not-too-flashy Ferrari, for the buyer who wants the marque without drawing a crowd.

Roma and Portofino - the siblings compared		
	Roma (coupe)	Portofino / M (convertible)
Roof	Fixed coupe	Folding metal hardtop (~14 s)
Power	620 CV	600 CV (Portofino) / 620 CV (M)
Gearbox	8-speed DCT (from SF90)	7-speed (Portofino) / 8-speed (M)
Weight (dry)	~1,472 kg	~1,545 kg
Character	The elegant coupe	The open-top everyday GT

03 DESIGN - THE DOLCE VITA, AND THE MISSING BADGE

One of the prettiest modern Ferraris - with one detail this author cannot forgive.

The Roma is, simply, a beautiful car - to this author one of the most elegant modern Ferraris. The surfacing is sober and clean, almost sculpted from a single block: a body-coloured grille of perforated surfaces, a faint sharknose, slim full-LED lights, flush door handles and a wraparound tail, with an active rear wing that hides flush below 100 km/h. It is restrained where the mid-engined cars are theatrical, and it is all the more striking for it.

THE MISSING FENDER BADGE - A PERSONAL VIEW

At launch the Roma wore clean front flanks, omitting the Scuderia Ferrari shields on the fenders. To this author that is a genuine misstep: the fender shield is part of Ferrari's design language and a quiet point of pride in owning one, and the car looks more complete with it. In fairness, this is a personal view, and a contested one - purists argue the shields are unnecessary adornment, and the classic GTs of the 1960s wore none, so a clean fender is as much heritage as heresy. The shields are, in any case, an easy specification choice for an owner who agrees.

One practical note on the cabin's design: it is snug. The Roma is an elegant, close-fitting GT, and for a tall driver - around 190 cm or 6 foot 2 - it fits like a glove, arguably a touch tight for a car of this grand-touring brief. Worth sitting in before buying.

04 ENGINE AND POWERTRAIN

The familiar V8 - elegant in manner, but no slouch, and it will bite.

Mechanically the Roma is the front-engined GT package at its sharpest. The 3,855 cc twin-turbo V8 (F154 BH) - the same family as the Portofino and GTC4Lusso T, a multiple International Engine of the Year winner in its category - produces 620 CV (612 hp) at 7,500 rpm and 760 Nm from 3,000 rpm, with 80 percent of torque from 1,900 rpm and a gasoline particulate filter for emissions. New cam profiles and a turbocharger speed sensor lift its potential, and it drives the rear wheels through the 8-speed dual-clutch transaxle introduced on the SF90 Stradale - here with a mechanical reverse and an electronic differential. [Ferrari]

The elegant manner hides real pace. The Roma reaches 100 km/h in 3.4 seconds and runs beyond 320 km/h, and with the best weight-to-power ratio in its class it is no slouch - get it wrong, or treat the throttle carelessly in the wet, and it will bite like any 600-plus-horsepower rear-drive Ferrari. Side Slip Control 6.0 ties together the E-Diff, F1-Trac and the Ferrari Dynamic Enhancer (debuting here in the Race manettino

position) to keep that performance usable. Under the bonnet the V8 is nicely presented in the usual Ferrari way; it is the same robust, well-understood unit owners of the Portofino and Lusso T will recognise.

Technical specification	
Engine	3,855 cc twin-turbo 90 deg V8 (F154 BH); front-mid; shared across the GT line
Power / torque	620 CV (612 hp) at 7,500 rpm / 760 Nm from 3,000 rpm
Transmission	8-speed dual-clutch transaxle (from the SF90 Stradale); rear-wheel drive
Dynamics	SSC 6.0; E-Diff; F1-Trac; Ferrari Dynamic Enhancer; active rear wing
0-100 / top speed	3.4 s / above 320 km/h
Weight / ratio	~1,472 kg dry (~1,570 kg kerb); best-in-class 2.37 kg/cv
Body / years	2+2 fastback coupe; coupe 2019-2024; Roma Spider from 2023

Sources: Ferrari press and technical documentation; auto-data, ultimatespecs and the road-test record. Ferrari quotes dry weight; kerb varies by specification.

05 THE CABIN AND THE HAPTIC PROBLEM

The one real weakness - and Ferrari has since admitted it.

If the Roma has a flaw, it is the cabin interface, and it is worth being blunt about it. The dual-cockpit interior is handsome, but it drew criticism on material quality, and more seriously on usability. The portrait central touchscreen is laggy and, in bright sun, can be close to unreadable. Worse are the haptic touch-sensitive controls - on the steering wheel and around the cabin - which were fitted across the Ferrari range of these years: fiddly, easy to trigger by accident, and genuinely frustrating to use. This is a usability flaw rather than a reliability one, but it is the thing most likely to irritate day to day.

The strongest evidence that the criticism was fair is Ferrari's own response. Having recognised that customers disliked the haptic controls, Ferrari has reversed course: the Amalfi, the Roma's successor, returns to physical buttons - including a real metal engine-start button in place of the Roma's flat touch panel. A prospective Roma buyer should go in clear-eyed: the interface is the compromise, and whether it is tolerable is a personal test best taken on a proper drive rather than from a brochure.

06 THE DAILY GT

Robust, easy to live with, and a genuinely lovely view over that long hood.

Set the interface aside and the Roma is one of the more usable Ferraris. It is robust and comfortable enough to serve as a possible daily, easy to place on the road and undemanding to drive gently - exactly the breadth its grand-touring brief promises. Having driven one, the stand-out impression from behind the wheel is the view: the long hood stretching out ahead, the arches and haunches rising on either side, a genuinely lovely thing to sit behind. The rear three-quarter view is more obstructed, as the sloping fastback roof and slim glasshouse imply, but it is manageable with care and the usual cameras. [Ferrari]

Its real character is discretion. The Roma is fast and capable, but it does its work quietly: it does not shout, does not demand to be noticed, and is happy threading through a city or covering a long motorway haul. For a buyer who wants a Ferrari they can use without ceremony or spectacle, that restraint is the whole appeal.

07 OWNING THE ROMA

Robust, reasonably priced, and a strong choice - if you can live with the cabin.

Technically the Roma is robust, with few flaws beyond the cabin. The twin-turbo V8 and 8-speed gearbox are well proven across the front-V8 line, and there is no systemic mechanical issue of note; the watch-items are the familiar modern-Ferrari ones - the electronics and screen, battery condition on cars left standing, software and emissions-era updates, and complete service history - rather than anything alarming. New cars came with Ferrari's seven-year Genuine Maintenance, a real ownership advantage on younger examples. As always, a dealer or specialist pre-purchase inspection is sensible.

The value case is straightforward. For a buyer who wants a modern Ferrari for under around EUR 200K, does not want a mid-engined V8 (and is not chasing an older car such as an F430), wants something contemporary and elegant, and can live with the UI and haptic controls, the Roma is a strong and reasonable choice. It is not a hardcore driver's Ferrari and does not pretend to be; it is a beautiful, usable, fast GT bought sensibly.

THE SPECIFICATION THAT MAKES IT SING

The Roma rewards the right colour and trim, and is flattered or flattened by the choice. At its best: Rosso Corsa over a black interior with red piping and stitching, an LED (and carbon) steering wheel and a little carbon detailing; or a deep blue such as Blu Tour de France. To this author, grey or black mute the surfacing and rob the design of its form - this is a shape that wants a real colour. Specification drives both desirability and resale, so it is worth getting right.

08 MARKET

A genuine value proposition - and, for now, a gently softening one.

New, the Roma started around GBP 171K at its 2020 launch and lists nearer USD 243K today before options. On the used market it has become one of the more attainable modern Ferraris. CLASSIC.COM puts the average around USD 207-230K (a figure lifted by near-new, low-mileage and Tailor Made cars), with recorded sales down to roughly USD 125-166K for higher-mileage examples; UK trade sits around GBP 127-175K. In European terms, good cars are widely offered around EUR 150-185K, with low-mileage, high-specification examples higher. [Measured]

The near-term curve is gently downward. The author's market read is that ordinary cars may ease toward EUR 130-150K over time, though two forces pull against a steep fall: the Roma's modest depreciation by Ferrari standards (roughly a fifth over five years), and a wider sentiment in which naturally aspirated and pure combustion cars are finding renewed favour against hybrids many buyers do not want. None of this is a forecast or investment advice; it is a reading of a moving market. The honest framing is that the Roma is a car to buy and drive at a fair price, not a speculative asset. [Measured]

Market reference points (approximate, 2026)			
New list	2020-24	~GBP 171K launch / ~USD 243K	Before options
Used - good cars (EU)	now	~EUR 150-185K	Author's observed range
Used - UK trade	now	~GBP 127-175K	By year and mileage
Recorded lows	-	~USD 125-166K	Higher-mileage cars
Average (CLASSIC.COM)	now	~USD 207-230K	Lifted by near-new / Tailor Made

Methodology and a note on values

Pricing reflects Ferrari list, CLASSIC.COM data and observed European and UK listings; figures vary widely with year, mileage, specification and market, and are reported as quoted rather than normalised across currencies. Forward-looking remarks are the author's market reading, not a forecast. The Roma is a usable GT to be bought and driven, not a speculative holding.

09 SYNTHESIS

The understated one - beautiful, robust, good value, flawed cabin and all.

The Roma is the understated one: a beautiful, elegant, robust grand tourer and a genuine value proposition - the quiet, not-too-flashy way into a modern Ferrari. It pairs one of the finest current Ferrari shapes with the well-proven front-V8 GT package, real pace and easy everyday usability, and it asks little of its owner beyond the patience to live with its cabin. On the things that matter to a driver and a long-term owner, it is hard to fault.

Its weaknesses are honest and contained: the haptic interface, the sunlight-shy screen and the material-quality criticism - all real, all centred on the cabin, and all effectively conceded by Ferrari in the Amalfi - plus a snug fit for tall drivers and, to this author, the missing fender badge. Buy it for the design and the value, sit in it first, specify it in a colour worthy of the shape, and look past the UI. The Roma is the elegant heart of the front-V8 GT line; its successor, the Amalfi, is the subject of the final paper in this part of the series.

BOTTOM LINE

One of the prettiest modern Ferraris and a strong value proposition: a robust, genuinely fast, everyday-usable V8 GT, bought sensibly under around EUR 200K. The one real weakness is the cabin - laggy screen, washed-out in sun, and the haptic controls Ferrari has since abandoned - with a snug fit for tall drivers. For a buyer who wants a modern, elegant, not-too-flashy Ferrari and can live with the interface, the Roma is an easy car to recommend. Spec it well, and look past the haptics.

SOURCES

Ferrari press and technical documentation (Roma; F154 V8; SF90-derived 8-speed; SSC 6.0). Specifications corroborated against Ferrari.com, auto-data, ultimatespecs and the road-test record; market levels from CLASSIC.COM and observed European and UK listings; the Amalfi's return to physical controls per Ferrari and contemporary reporting. Ferrari does not disclose model volumes; figures are from public sources, and forward-looking value remarks are the author's reading.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB, owns a Ferrari GTC4Lusso T and has previously owned a Ferrari FF, has driven the Roma, 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.