

FERRARI AMALFI

26

The correction - Ferrari's answer to the Roma, the front-engined V8 GT sharpened

640 CV

Evolved twin-turbo V8, +20
over the Roma - 0-100 in
3.3 s, 320 km/h

Real buttons

The haptic walk-back -
physical controls and a
metal start button return

2025

Revealed 2025 as the Roma's
successor; deliveries from
2026

The Correction

Ferrari's changes answer
the Roma's main criticism

01 EXECUTIVE SUMMARY

The Ferrari Amalfi is the newest car in the range and the successor to the Roma - and it is, above all, a correction. Revealed in 2025 and reaching customers from 2026, it keeps the Roma's elegant front-engined V8 grand-touring formula but answers the criticism that dogged its predecessor: it returns physical buttons and a real metal start button to the steering wheel, rebuilds the cabin with far better materials, and adds power along with new chassis technology - brake-by-wire, the ABS Evo controller and Side Slip Control 6.1. Ferrari has never publicly framed it as a fix, but the product changes strongly suggest the criticism of the Roma was recognised - and the result is a markedly better car to live with.

This paper follows the structure of the Roma paper, because the Amalfi is in every meaningful sense an evolution of that car - the same front-V8 GT concept, refined. It is also, frankly, an easy car to assess: it is brand new, so there is no field history of faults to report, and it is a genuinely good, genuinely pretty Ferrari. The honest limits of this paper are that the ownership and value picture is still largely unwritten, and we say so plainly.

Key Finding

A real upgrade on the Roma. The Amalfi keeps the elegant front-V8 GT formula but evolves the twin-turbo V8 to 640 CV (+20 on the Roma), adds brake-by-wire and the latest driver aids, and is a little quicker again - 0-100 km/h in 3.3 seconds. Performance is not the question; it can deliver real occasion when you want it.

The criticism was recognised. The single most important change is the cabin: physical steering-wheel controls and a metal start button return, the materials and build are clearly improved, and the personalisation menu is wider. Some haptic controls remain - the job is not quite finished - but the Roma's central weakness has largely been addressed.

Too new for flaws or value calls. The car is months old, covered by Ferrari's seven-year maintenance from new, so no meaningful fault data exists yet, and used values are not yet established. We decline to put hard numbers on either.

02 THE CAR IN THE LINEUP

The Roma's successor - the latest, and most refined, front-V8 GT.

The Amalfi is the current expression of the front-engined V8 grand tourer - the line that runs California, California T, Portofino, Roma and now this car. Revealed in 2025 as the Roma's direct successor, with deliveries beginning in 2026 and an open Amalfi Spider following, it is best understood as a thorough evolution of the Roma rather than a clean-sheet design: the chassis is largely carried over - with the front structure updated for new aerodynamics and cooling - while virtually every exterior body panel apart from the greenhouse has been redesigned, the engine and electronics are updated, and the cabin is comprehensively reworked. Ferrari presents it as a new model; engineering-wise it resembles a Modificata-style evolution rather than an all-new architecture - of a car that was already good.

Its place in the range is unchanged from the Roma's: the elegant, accessible entry to the marque, below the mid-engined cars and the V12s, pitched at buyers who want a usable, everyday Ferrari with real pace and discreet style. What has changed is execution - this is the same idea, done better.

What changed from the Roma		
	Roma (2019)	Amalfi (2025)
Power	620 CV	640 CV (+20)
0-100 km/h	3.4 s	3.3 s
Cabin controls	Haptic touch (criticised)	Physical buttons + metal start button
Braking	Conventional	Brake-by-wire + ABS Evo
Dynamics	SSC 6.0	SSC 6.1; re-tuned EPS
Interior	Criticised materials	Significantly improved materials and trim

03 DESIGN

A refined evolution - more sculpted, less curvy, and an authentic Ferrari GT.

Seen in person, the Amalfi is a clear step on from the Roma. The shape is more sculpted and a little more disciplined - cleaner surfaces, less curvature, a new shark-nose front with a slim full-width light bar, and an integrated active rear spoiler that deploys with speed and braking. It slips through the air cleanly and sits on the road with real presence. The detail work has been refined throughout, and the result is unmistakably a proper Ferrari grand tourer: handsome, modern and substantial, with none of the softness the term GT sometimes implies. The author saw the car in person at its presentation, and the improvement over the Roma reads clearly in the metal.

The design language draws on the broader new-generation Ferrari family - there are cues in the spirit of the 12Cilindri and Purosangue - but it is a standalone design for the Amalfi, taking only the general direction rather than copying any one car. It is a pretty, confident shape that carries the marque's identity without shouting, and it earns its place in the line on looks alone.

04 ENGINE AND POWERTRAIN

The classic V8, evolved again - more power, more technology, real occasion.

Under the long bonnet is the familiar 3,855 cc twin-turbo V8 of the F154 family - the most decorated engine in recent memory - evolved once more. Output rises to 640 CV (631 hp) at 7,500 rpm, 20 CV up on the Roma, with torque held at 760 Nm and the redline lifted to 7,600. The gain comes from an advanced turbocharging system that controls each turbocharger's speed independently (to as much as 171,000 rpm) with per-bank pressure sensors, lighter camshafts and revised intake and cam timing, and ECU control logic whose architecture is derived from the 296 GTB. It drives the rear wheels through a revised derivative of the 8-speed dual-clutch transaxle. The headline numbers: 0-100 km/h in 3.3 seconds, 0-200 in 9.0, and a 320 km/h top speed, with a claimed best-in-class 2.29 kg/hp (a Ferrari figure, not normalised across rivals). It is no quicker in feel than it is in figures - sharp, flexible and, when you ask, capable of genuine theatre.

The bigger story is the chassis technology, much of it new to this part of the range. The Amalfi introduces brake-by-wire - a first for Ferrari's front-engined GT, a GT-specific calibration of the architecture seen on the 296 and 12Cilindri rather than that hybrid system carried over unchanged -

paired with the ABS Evo controller developed via the 296 GTB, Purosangue and 12Cilindri, for shorter pedal travel and finer modulation. Side Slip Control steps to version 6.1, the electric power steering is re-tuned to read grip faster, and the active rear wing manages downforce across speeds and manettino modes. These are real, track-derived gains, deployed in service of a more precise, more confident everyday GT rather than outright aggression.

Technical specification	
Engine	3,855 cc twin-turbo 90 deg V8 (F154, evolved); front-mid; rear-wheel drive
Power / torque	640 CV (631 hp) at 7,500 rpm / 760 Nm from 3,000 rpm; 7,600 redline
Transmission	8-speed dual-clutch transaxle (revised); rear-wheel drive
Dynamics	Brake-by-wire; ABS Evo; SSC 6.1; re-tuned EPS; active rear wing
0-100 / 0-200 / top speed	3.3 s / 9.0 s / 320 km/h
Weight / ratio	~1,470 kg dry; 50:50; 2.29 kg/hp (Ferrari-quoted, best-in-class claim)
Body / launch	2+2 fastback coupe (Spider follows); revealed 2025, deliveries from 2026

Sources: Ferrari press and technical documentation (Amalfi); corroborated against autoevolution, ROSSOautomobili and contemporary reporting. Ferrari quotes dry weight.

05 THE CABIN - THE CRITICISM ADDRESSED

The correction - physical buttons return, and the interior is transformed.

This is where the Amalfi earns its paper. The Roma's one real weakness was its cabin - the haptic controls and the criticised materials - and the Amalfi addresses both. The steering wheel returns to physical buttons, including a proper metal engine-start button in place of the Roma's flat touch panel, and more conventional switchgear is back around the cabin. Ferrari has not publicly framed this as a reversal, but the change strongly suggests the criticism was recognised - something the marque does not always do, but does well when it does. It is a meaningful, tactile improvement, and the single best reason the Amalfi is a better car to live with than the Roma.

The rest of the interior is transformed too. Material and perceived build quality are significantly improved, the dual-cockpit cabin is rebuilt around a cleaner triple-display layout (a 15.6-inch driver cluster, a horizontal 10.25-inch central screen and an 8.8-inch passenger display), and the personalisation menu is wider, with a range of new fabrics and finishes - always welcome on a car bought as much for how it makes its owner feel as for how it drives. MyFerrari Connect adds remote monitoring. The one caveat: a few haptic surfaces survive - notably among the climate and steering-wheel controls - and they remain the weakest part of an otherwise excellent cabin - the job is not quite finished, and one hopes the next car removes them entirely. But the direction of travel is unambiguous, and right.

06 THE DAILY GT

A proper everyday Ferrari - the daily exotic, done properly.

Like the Roma, the Amalfi is built to be used. It is a true 2+2 grand tourer with a usable boot (273 litres in the coupe), comfortable for two and capable of long distances without drama, and the everyday technology - wireless charging, Apple CarPlay and Android Auto, an optional front-axle lift for awkward ramps, an optional Burmester audio system - is all present. It is, in Ferrari's own framing, a car of unprecedented balance between adrenaline and everyday usability, and that is a fair description: the daily exotic, done properly.

It is also, to be clear, an authentic Ferrari GT and nothing softer - quick, characterful and serious when pushed, with the elegance reading as confidence rather than compromise. It is the kind of car an owner can drive every day, or keep as one of several, without ever feeling they have bought the lesser Ferrari.

07 OWNING THE AMALFI

Too new for fault history - and a window into how Ferrari ownership really works.

Honesty first: there is very little to report on reliability, because the car is months old. There is no field history of faults, and none is likely to surface soon - the Amalfi is covered from new by Ferrari's seven-year Genuine Maintenance, so early cars are serviced under that programme into the early 2030s, and major problems are not expected from a car built on the well-proven V8 GT package. As with most first-year Ferraris, expect early software updates - to the HMI and the brake-by-wire calibration among them - handled under warranty as a routine part of a new model's life rather than a fault. We will revisit ownership once a real-world picture exists; for now, the sensible read is that this is a low-risk new Ferrari, bought new with full factory support.

Who buys it tells you as much as any spec. The Amalfi will sell to people who want a daily exotic, to existing collectors adding a second or third Ferrari, sometimes to a partner complementing the household's cars, and to first-time owners for whom it is the only Ferrari and the one they will cherish. There is also a quieter dynamic worth naming plainly.

A NOTE ON THE FERRARI LADDER

Part of the demand for cars like the Amalfi comes from how access to Ferrari's limited and numbered special-series cars works in practice. Nobody is forced to buy anything - there is no requirement and no contract - but it is widely understood that a record of buying and owning the marque's series cars, the Amalfis and Romas of the range, may improve the relationship and purchase history that, in turn, can improve an enthusiast's chances of being offered the rare, allocated models later. It is simply how the business model is understood to work, never formally documented. A buyer who has no interest in that game loses nothing by ignoring it: the Amalfi is an excellent car to own and drive entirely on its own merits.

08 MARKET

New-only, for now - and too early for honest used numbers.

The Amalfi starts at around EUR 240K (about USD 280K) before options, with well-specified cars expected to pass USD 300K - in line with the Roma's later pricing rather than its lower 2020 launch price (about GBP 171K), and consistent with its place at the accessible end of the range. Beyond that, discipline is required: the car is too new for a meaningful used market to exist, and any value figures put forward now would be guesswork dressed as analysis. We decline to state used numbers, and note that current dealer asking prices should not be read as market value while virtually every car remains effectively new.

Two cautious observations, clearly labelled as such. First, a buyer who simply wants to drive the car rather than play the allocation game can reasonably wait for the first year or two of depreciation and look to the used market, where early Ferraris of this type have typically settled in the region of 10 to 25 percent below list after roughly 18 to 36 months. Second, it is possible - no more than that - that the Amalfi holds up better in its early years than the Roma did, helped by a broad shift in sentiment toward combustion-engined cars as buyers cool on hybrids; but this is a reading of mood, not a forecast, and it is far too early to attach numbers to it. The honest position is that the Amalfi should be bought to enjoy, and that its value story remains to be written.

Methodology and a note on a new car

List pricing is from Ferrari and contemporary reporting; no used-market dataset yet exists for a car of this age, so none is cited. Forward-looking remarks are explicitly the author's reading of market mood and are not forecasts. This paper will be updated once a real ownership and value picture emerges. Nothing here is investment advice.

09 SYNTHESIS

The correction - Ferrari's product changes address the Roma's criticisms.

The Amalfi is the correction. It takes the Roma - already a beautiful, capable, slightly flawed car - and fixes the things that needed fixing: the cabin is transformed, the controls are tactile again, the materials are far better, the engine is stronger and the chassis is cleverer. It is arguably the most complete front-engined V8 GT Ferrari has produced, and on first acquaintance it is hard to find fault beyond a few surviving haptic switches. Ferrari has not said as much, but the changes read clearly as fair criticism of the Roma being answered in the metal.

It is also, by its nature, the paper with the least to prove and the least yet known: a brand-new car with no fault history and no settled value, bought new with full support, or - for those not chasing allocations - waited for on the used market a little down the road. It closes the front-engined V8 GT trio of Portofino, Roma and Amalfi, and with it this run of Ferrari papers. On the evidence available, it is an easy car to recommend, and a fitting one to end on.

BOTTOM LINE

The Roma, corrected: a more powerful (640 CV), better-braked, far better-finished front-V8 GT that returns physical controls and a metal start button to the cabin. A proper, pretty, everyday-usable Ferrari that can still raise the hair on your arms. Too new for fault history or used values - bought new with full factory maintenance, or waited for on the used market by those not playing the allocation game. The Roma's criticisms have been answered, and it shows.

SOURCES

Ferrari press and technical documentation (Amalfi; F154 V8 evolution; brake-by-wire and ABS Evo; triple-display HMI). Specifications corroborated against Ferrari.com, autoevolution, ROSSOautomobili and contemporary launch reporting. List pricing from Ferrari and trade coverage; no used-market data is cited, as none yet exists for a car of this age. Ferrari does not disclose model volumes; figures are from public sources.

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 saw the Amalfi in person at its presentation, 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.