



Ferrari Owners' Site – Special Edition 250 Europa-375 America 50th Anniversary

The 250 Europa and 375 America celebrate their half century this year, having first been presented to the public concurrently at the Paris Salon in



October 1953. The 250 Europa on show was a four side-window coupé bodied by Vignale on chassis number 0295EU (the EU suffix referring to Europa), which had elements of the 340 Mexico in its lines with protruding forward sections to the front wings, a high waistline and shallow cabin glass, albeit with

perhaps a surfeit of chrome adornment, similar to some of their 212 bodies.

This example was the prototype of the series and was actually built on a 212 Europa chassis, into which the 3-litre engine was fitted. The 375 America displayed was a Pinin Farina designed two side-window coupé featuring a wrap-around rear screen, built on chassis number 0293AL, the “A” in the suffix referring to



America and the “L” to Lungo (long), for the long chassis. This example had less flamboyant styling than the Vignale offering, although it did have a wide chrome-plated surround to the ovoid radiator grille.

The period of production of these models was at a time when Pinin Farina was becoming the predominant *carrozzeria* to couture Ferraris, as the links between the two companies became stronger. It was a time when Ferrari were trying to establish a marque identity in the sense of developing a homogeneous “face”, rather than there just being a Ferrari badge on any number of different body styles by different design houses.

Pinin Farina had laid down the foundation for this with their designs on the 212 model, all of which were very similar, unlike those from Vignale

for example, where each individual body had its own nuances. The 250 Europa and 375 America models from Pinin Farina were visually very



similar, featuring either a two or four side-window cabin section, apart from a single 250 Europa cabriolet, and the last car in the 375 America series which received a special body for Giovanni Agnelli. This laid the foundations for homogeneous series production, and with few

exceptions Pinin Farina (to become Pininfarina within a decade) styling would become synonymous with Ferrari road cars.

Apart from the 250 Europa prototype shown in Paris, a further six examples in the series were bodied by Vignale. Apart from a single 250 Europa GT for the Princess Liliane de Rethy in late 1954, these cars marked the end of their body styles on Ferrari chassis. There was also a one-off commission in the sixties to re-body a 330 GT 2+2 for a private client, but this had started life as a standard Pinin Farina coupé.

The Vignale bodies on these cars in general had a heavy jowled appearance, and all featured their own individual details typical of Vignale. Probably the most aesthetically pleasing Vignale body was the single cabriolet built on chassis number 0353EU, which was subsequently upgraded to 375 America specification. The lines were light, low and well balanced featuring a wrap-around windscreen, elegant exhaust air louvres in the front wings and lightly finned rear wings. The subsequent 250 Europa GT coupe for Princess Liliane de Rethy featured a very similar body style with a fixed roof, which possibly worked even better on the 200mm shorter chassis of that model.

As mentioned, the final 375 America in the series was a one-off body design, and was not just a rework of the standard body, but a completely unique confection. It featured a vertical rectangular radiator grille bounded by smaller square intakes and quarter bumpers. The long bonnet ran back to a wrap-around windscreen emphasising the “America” in the model name, whilst the angled flat rear screen was bounded by buttresses that ran down into the curved tail section. This rear end treatment was inspired and virtually identical to that used by Pinin Farina on a 375 MM model also shown at the 1954 Paris Salon, chassis number 0456AM,

destined for the actress Ingrid Bergman. Strangely the 375 America offering of the buttressed tail treatment had no opening boot, the only access to the long shallow cavernous space being from behind the seats, hardly the most practical solution to luggage, and perhaps more importantly, spare wheel access.

Over the years there has been much confusion over the exact production split between 250 Europa and 375 America models, as externally they are visually identical, and also the specification of some cars was amended after production and sale at the request of the client. The list provided of cars in the series gives details of the car as originally produced, with notes of changes to specification taken directly from factory records.

Technically, they were built on a 2800mm wheelbase chassis, the longest of any production Ferrari up to that time, constructed from oval section main tubes with substantial cross bracing. The front suspension was independent, featuring a transverse leaf spring and “A” arms, at the rear the rigid axle ran above the main chassis tubes located by tie rods and suspended on leaf springs, with Houdaille lever shock absorbers all round. The engines were



based on the “long block” Lampredi design, the only significant differences between the two models being a difference of bore size, 68mm for the 250 and 84mm for the 375 model, together with larger carburetors on the latter. Both were mated to the same 4 speed + reverse gearbox via a multi-plate clutch, driving through a propshaft to the rear axle, which had three different ratios available to order.

Although the 250 Europa and 375 America series of models were only produced in relatively small numbers for a short period of time, they were an important transition stage between the preceding very successful 212 Inter series and the 250 Europa GT series of late 1954. The latter being the progenitor of the 250 GT series that would be the mainstay of Ferrari production for the next decade, and see production numbers never before

achieved in the company's history, along with a multitude of prestigious competition successes that would contribute significantly to cognisance of the Ferrari name worldwide.

A complete list of chassis numbers built

250 Europa		
Chassis number	Body	Notes
0295EU	Vignale coupé	Prototype of series built on a 212 chassis
0299EU	Pinin Farina coupé	
0303EU	Pinin Farina coupé	
0305EU	Pinin Farina coupé	
0309AL	Pinin Farina coupé	
0311EU	Pinin Farina cabriolet	
0313EU	Vignale coupé	
0315EU	Pinin Farina coupé	Upgraded by factory to 375 engine
0321EU	Pinin Farina coupé	
0323EU	Pinin Farina coupé	Reported to be RHD, but factory records do not confirm this
0325EU	Pinin Farina coupé	
0331EU	Pinin Farina coupé	
0333EU	Pinin Farina coupé	RHD
0335EU	Pinin Farina coupé	
0341EU	Pinin Farina coupé	
0343EU	Pinin Farina coupé	
0345EU	Pinin Farina coupé	
0347EU	Vignale coupé	
0349EU	Pinin Farina coupé	
0351EU	Pinin Farina coupé	
0353EU	Vignale cabriolet	Upgraded by factory to 375 engine

375 America		
Chassis number	Body	Notes
0293AL	Pinin Farina coupé	
0301AL	Vignale coupé	
0307AL	Pinin Farina coupé	
0317AL	Pinin Farina coupé	
0319AL	Pinin Farina coupé	
0327AL	Vignale coupé	
0329AL	Pinin Farina coupé	
0337AL	Vignale coupé	
0339AL	Pinin Farina coupé	Originally specified with Vignale body, but changed to Pinin Farina
0355AL	Pinin Farina coupé Speciale	This car was fitted with a type 108 engine which differed from the type 104 in that it was fitted with three 42 DCZ-3 Weber carburettors

Standard Specifications	250 Europa	375 America
Engine type number	103	104
Engine displacement (cc)	2,963.45	4,522
Bore & stroke (mm)	68x68	84x68
Compression ratio	8:1	8:1
Maximum bhp	200 @ 6,300rpm	300 @ 6,300rpm
Carburation	3 x 36 DCZ-3	3 x 40 DCZ-3
Gearbox	4 speed + R.	4 speed + R.
Highest avail. axle ratio	9/34	9/30
Maximum speed with this ratio in 4th gear	218 km/h @ 6,300 rpm	250 km/h @ 6,300 rpm
Fuel consumption l/100km	14	20
Fuel tank capacity (litres)	140	140
Chassis type number	103	104
Dry weight (kg)	1150	1150
Wheelbase (mm)	2800	2800
Front track (mm)	1325	1325
Rear track (mm)	1320	1320
Tyre size	7.10 x 15	7.10 x 15