


CLASSIC DRIVER



1958 Dual-Ghia Convertible

Preis	USD 429 900	Lenkung	Links
Baujahr	1958	Innenfarbe	Sonstige
Kilometerstand	1 378 mi / 2 218 km	Zustand	Gebraucht
Getriebe	Automatik	Standort	
Zahl der Sitze	5	Kraftstoff	Benzin
Anzahl der Türen	2	Außenfarbe	Sonstige
Antrieb	Zweirad	Automobiltyp	Cabriolet / Roadster
		Markenfarbe außen	Midnight Blue
		Markenfarbe innen	Tan/Blue
		Elektrische Fensterheber	Ja

Beschreibung

Spectacular concours level restoration by marque specialist

One of approximately 100 produced; one of approximately 30 known to exist

One of the last few built

2010 Pebble Beach award winner

Gorgeous color combination

Previous Ghia collector ownership

Rare optional D-500 260 hp "Red Ram" Hemi V8 engine

Recent service including a full transmission rebuild performed by marque specialist

Performs wonderfully

Documentation includes Pebble Beach paperwork, copies of Dual-Ghia factory papers, marque history, concours photos and more

Options include:

Power windows

Power steering

Power brakes

Whitewall tires

Chrome spinner wheel covers

Town & Country AM radio

Simply the best Dual-Ghia available anywhere in the world

A collector's dream!

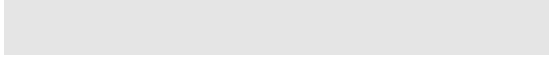
American Businessman Eugene Casaroll, who is credited as the inventor of the auto shipping business, had previous success in the automotive industry as his Dual Motors Corporation in Detroit, Michigan built military vehicles for use during WWII. His first production car was born out of his appreciation for the Virgil Exner designed and Carrozzeria-Ghia bodied Dodge Firebomb show car of 1955. After the Chrysler Group decided not to proceed with Firebomb production, Casaroll purchased the show car and together with designer Paul Farago refined the design for larger production. Farago was able to increase both passenger compartment space and luggage space with sacrificing Exner's original design, but he did make the addition of tail fins, an American staple of the time. The renamed Dual-Ghia was first put into production by Casaroll's Dual Motors Corporation in 1956. In a press release Casaroll described his new car as "intended for the car lover and, I am proud to say, is built by men who can claim that title by right of their art." Dual-Ghia production started out with Dodge D-500 chassis that were shipped to Carrozzeria-Ghia in Turin, Italy, who shorted the wheelbase and hand-formed every inch of the Dual-Ghia's body. Even with all their resources Ghia was limited to producing roughly a dozen bodies a month with each one subject to over 200 man hours of hand finished bodywork. English colony leather was sourced for every Dual-Ghia interior and helped to place the Dual-Ghia in a class of its own. Power was derived from the Dodge "Red Ram" HEMI V8 that was available with an optional 260 horsepower that was mated to a two speed "TorqueFlite" automatic transmission giving the Dual-Ghia effortless performance. Casaroll's car combined the best of American innovation with the best Italian craftsmen in the world and was really in a class of its own. Despite this, the retail price of roughly \$7,500 meant that it was only \$200 more than a Cadillac Eldorado Biarritz. Casaroll's unwillingness to compromise quality for cost quickly caught up with the Dual Motors Corporation and the model was put out of production by 1958. It has been estimated that only 100 Dual-Ghia's were produced. Of this only around 30 are known to exist in running and driving condition. Their iconic, hand formed lines mated with the proven American performance originally gained the attention of celebrities including Frank Sinatra, Dean Martin and Ronald Reagan just as today they gain the attention of the world's most discerning collectors and museums.

It was this one-upmanship that led legendary Hollywood columnist Dorothy Kilgallen to wisecrack that a Rolls-Royce was the "status symbol for those who can't get a Ghia." Presumably, there were a lot of Rolls-Royces delivered in the late 1950s, but only about 100 Dual-Ghias were made between 1956 and 1958. With the exception of a duo of prototype coupes, all were convertibles. Chassis number 197 is a very late-production example that was among the last examples built at the end of first-generation Dual-Ghia production. It is one car of about half of the 100-car production run built with the Dodge "Red Ram" V-8, which was a desirable optional 260-horsepower "Hemi" design that was considered to be the most sought-after of the engines offered by enthusiasts.

The 1958 Dual-Ghia Convertible featured here is finished in stunning Midnight Blue with a gorgeous tan and blue leather interior. It has made numerous Concours d'Elegance appearances and took home an award at the coveted Pebble Beach show in 2010. This investment-grade Dual-Ghia is one

of only 30 known to exist and is without question one of the best examples available on the market today. We are proud to offer this incredible motorcar to the most sophisticated collector, investor or enthusiast who only wants the best. Classic cars have proven to be among the most resilient and rewarding investments in recent years with the Historic Automobile Group Index (HAGI) jumping 39% in 2013, 16% in 2014 and 17% in 2015 while posting gains of 467% over the last 10 years. Ready to make an investment you can actually enjoy? Please contact one of our expert sales consultants for more information. They will be happy to give you a complete walk-around, supply you with a more detailed description, and answer any questions you may have. Buy with confidence; this is an extremely rare opportunity!

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