

1955 Studebaker President Speedster

2dr Hardtop . 8-cyl. 259cid/175hp 4bbl

#1 Concours condition

\$68,000

0%

#2 Excellent condition

\$47,400

-14.4%

#3 Good condition

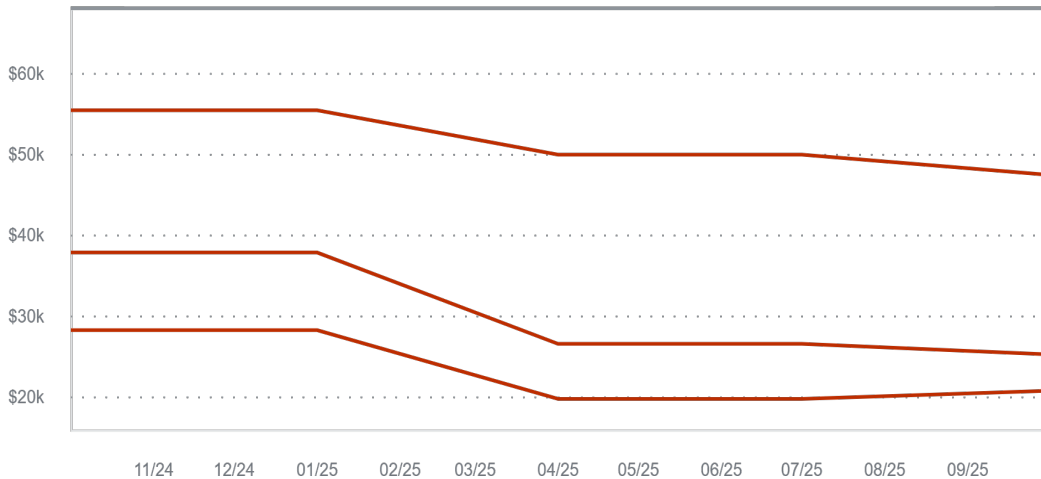
\$25,200*

-33.3%

#4 Fair condition

\$20,700

-26.6%



NOTE: The chart displays price changes for the last year.

Value adjustments

+15%
for factory a/c.

Model description

Following Packard's acquisition of Studebaker in 1954, the President line was added as a new top-of-the-line model for Studebaker, slightly closing the gap between the Studebaker line and the Packard's mid-priced Clippers. This name had last been used in 1942 for the eight-cylinder Studebakers, which did not return to production after WWII. The President was an excellent addition to the economy Champion and mid-priced Commander lines, and helped Studebaker round out its product lineup.

Studebaker's 1955 cars most prominently featured a large chrome grille. Under the hood, a 259-cid V-8 with a four-barrel carburetor and dual exhausts provided the car with 185 hp. The new "Passmaster" V-8 was well named, and was available with overdrive transmission or Studebaker Automatic Drive.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

A full range of body styles was offered on the President, but the most interesting was the Speedster, which was a sleek and slippery coupe the bore little resemblance to the standard President. The President Speedsters were expensive and well appointed, with virtually all of the company's optional equipment standard. They were only offered for a single year and remain particularly collectible today.

In 1956, the super-low styling for mainstream Studebaker cars was revamped to look more "important" and more similar to competitors. A taller hood and more squared off decklid and overall styling were adopted for the family cars, along with wrap-around windshields which had debuted half way through 1955.

For 1956, engineers stroked the 259-cid V-8 to 289 cubic inches, and were able to get it to bless the roadway with up to 210 horsepower. This was the year that the engine power overtook the capabilities of the Studebaker Automatic Drive, and thus Borg-Warner supplied stronger but less advanced Ford-O-Matic units to Studebaker. Studebaker also introduced a new sub-series, the upscale President Sky Hawk hardtop coupe, with an above-top-of-the-line separate Golden Hawk line of hardtop coupes added for good measure. These were the "personal cars" that Studebaker CEO James Nance had desired, and they beat the four-seat Ford Thunderbird to market by two years. The 1957 and 1958 cars were carried over, with no real substantive changes except for the addition of dual headlamps, tall taillfins and a very attractive "taller body" two-door hardtop for 1958.

Studebaker Presidents are terrific artifacts of 1950s American motoring, with smart engineering and clever design. Studebakers in general have very good club support, making ownership all the more enjoyable, and parts and maintenance are relatively simple to secure.

Body styles

2dr Hardtop

Engine types

8-cyl. 259cid/175hp 4bbl

8-cyl. 259cid/185hp 4bbl

1955-1958 Studebaker President stats

Highest sale	Lowest sale	Most recent sale	Sales
\$77,000	\$4,550	\$22,202	96

Equipment

Additional Info

Shipping Weight: 3301 lbs

Vehicle Length: 204.5 in

Wheelbase - Inches: 120.5 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.