

1951 Studebaker 2R5 1/2 Ton

2dr Pickup · 6-cyl. 169.6cid/85hp 1bb1

#1 Concours condition

\$40,700

0%

#2 Excellent condition

\$28,700

0%

#3 Good condition

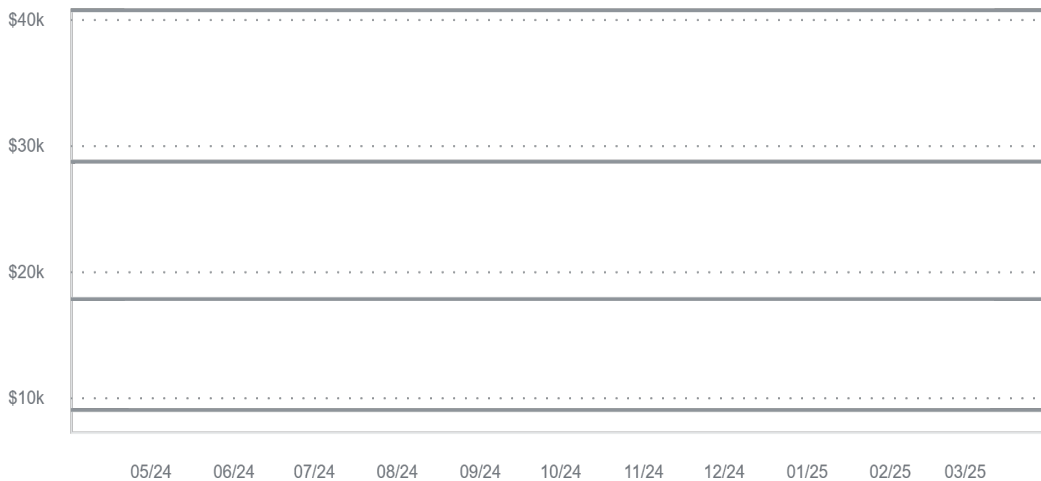
\$17,800*

0%

#4 Fair condition

\$9,000

0%



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

Model description

Introduced in mid-1948 as 1949 models, the Bob Bourke-designed 2R series Studebaker trucks were the closest thing yet to fully integrated styling on a pickup. The new Studes featured the industry's first double wall cargo box and no external running boards.

Under the hood was the same 170-cid flathead six that was in the current production Champion cars. While the 2R trucks had the lowest power of any pickup in 1949, it was otherwise very economical in the ½-ton 2R5—in larger trucks the unit required very steep gearing where it worked too hard for economy. For 1950, the engine was upped to 85 horsepower with increased compression, but it was a year later that the biggest improvement came along in the form of the 245-cid six-cylinder. With 102 horsepower on tap for this optional engine, the Studebaker truck finally had ample power in all light duty models.

The 2R series continued with just minor annual changes until 1954, with the advent of the 3R. Even then, changes were mostly cosmetic, with a one-piece windshield and a new grille. With a new moniker of the E-Series in 1955, the biggest news was the availability of a V-8 engine. Additionally, the V-8 could also be had with an automatic transmission—another first for Studebaker. Other E-Series changes included a larger rear window and availability of two-tone paint. The biggest change for 1956 was to 12-volt electrical systems.

The 3E series for 1957 ushered in yet another new grille, this time a massive full-width affair made of Fibreglas. The 3E series continued through 1959, but in 1958 it benefitted from an economical sibling called the Scotsman. One could make the argument that it was the first retro-styled truck, as it was for all intents and purposes a stripped down 1948-53 2R5. As such, it was the least expensive pickup on the market when introduced at \$1,595. The Scotsman lasted two years, when all Bourke-designed light duty trucks were retired—although the medium and heavy duty trucks continued to use this cab.

*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.

New for 1960 in light duty trucks was the Champ. If it looked like a Lark car modified to be a pickup, it basically was. With Studebaker on the financial ropes since the mid-1950s, the design department had a shoestring budget to deliver anything that looked newer for a pickup. Initially, the same engines from the 3E pickups were carried over, but in 1961 the six was now the overhead valve unit from the Lark. The original Bourke-designed fender side box was the only one available initially, but the next year saw the addition of the Spaceside—the former 1958-60 Dodge Sweptline box for which Studebaker bought the tooling. Neither one integrated well with the Lark-based cab. The Champ carried the torch for Studebaker until they exited the pickup market entirely in 1963.

Body styles

2dr Pickup

Engine types

6-cyl. 169.6cid/85hp 1bb1

1948-1963 Studebaker Pickups stats

Highest sale	Lowest sale	Most recent sale	Sales
\$68,750	\$3,850	\$6,562	135

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.

#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.

#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.

#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.