

# 1957 Studebaker Golden Hawk

2dr Hardtop Coupe · 8-cyl. 289cid/275hp 2bbl SC

#1 Concours condition

**\$78,900**

↗ +5.6%

#2 Excellent condition

**\$55,300**

↘ -6.7%

#3 Good condition

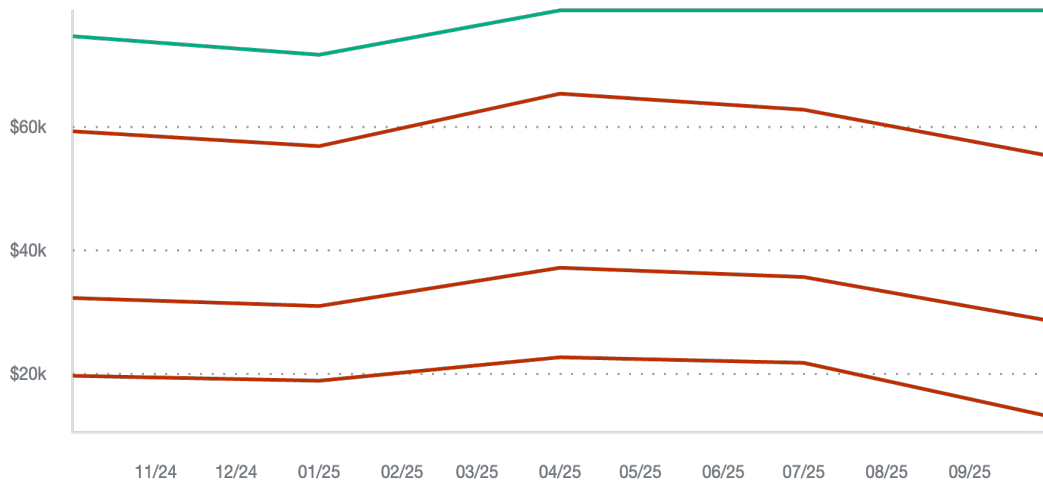
**\$28,600\***

↘ -11.5%

#4 Fair condition

**\$13,100**

↘ -33.5%



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

## Value adjustments

**+15%**  
for factory a/c.

## Model description

The Studebaker Hawk series appeared in 1956 and represented a drastic departure from the norm of the era. It was svelte, athletic, powerful, and had wholly unique Raymond Loewy-inspired styling. But despite its unique qualities, the Hawk was no match for the financial woes which concurrently plagued Studebaker.

Upon its debut, available Hawk models included the Flight Hawk, Power Hawk, Sky Hawk, and top-of-the-line Golden Hawk. The cars had a long, low stance and upright, aggressive radiator, with subtle fiberglass rear fins. Flight and Power models were pillared coupes, while the Sky and Golden Hawks were pillarless hardtops.

Initially, engines in the lower ranks included a 185-ci L-head six-cylinder, a 259-ci V8, and a 289-ci V8. Power in the Golden Hawk came from Packard's 352-ci iron V8, which delivered 275 hp and an almost-garish 380 ft-lb of torque. It was enough to propel the car quickly, and get it to 120 mph, though the heavy engine could overwhelm the light chassis at times, and period performance reviews were mixed.

\*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.

Over time, the variants were reduced to the Golden Hawk and Silver Hawk. Exterior styling also modestly evolved. Most notable, however were changes underhood. The Packard engine was dropped in favor of a lighter, belt-driven, supercharged 289-ci V8 in 1957. In 1958 the 185-ci engine was replaced by a 170-ci six, and in 1960 the 225-hp 289-ci V8 returned as standard.

For 1961, Studebaker outfitted the Hawk with a 4-speed floorshift manual transmission, and if nothing else, it completed the Hawk's sporting nature. Production was fewer than 4,000.

The Studebaker Hawk name would continue into the 1960s as the Gran Turismo Hawk, which was quite similar to the early cars, though by then was also quite long in the tooth. But the early series cars—the attractive Loewy coupes that emerged on the scene in 1956—will always be regarded as trend-setters for American cars that followed.

**Body styles**

2dr Hardtop Coupe

**Engine types**

8-cyl. 289cid/275hp 2bbl SC

**1956-1961 Studebaker Hawk stats**

| Highest sale     | Lowest sale    | Most recent sale | Sales      |
|------------------|----------------|------------------|------------|
| <b>\$148,500</b> | <b>\$2,750</b> | <b>\$33,000</b>  | <b>193</b> |

**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.