

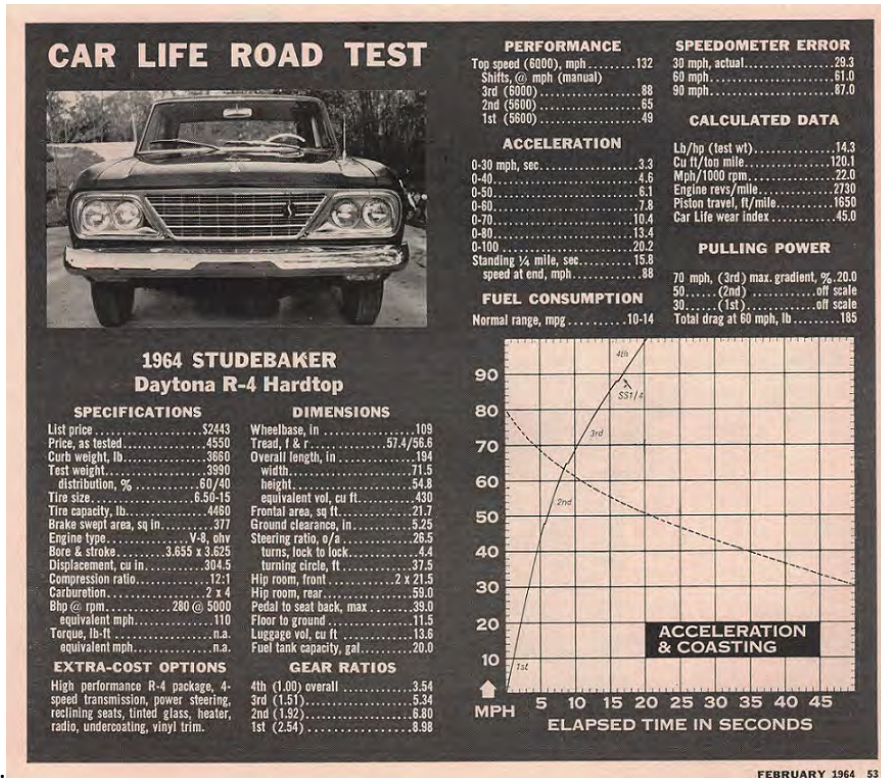
1964 Studebaker Daytona 2dr Hardtop Roster 01/01/2023
 Lou Van Anne: lvasales@comcast.net (209 479 0867)
 Please advise me of any errors or updates.
 Hamilton 15/657---South Bend 90/1757

***Avanti-Powered 1964 Daytona Hardtops:**
Total: 103

R1-Powered 1964 Daytona Hardtops:
Flightomatic: 3
Heavy-Duty Flightomatic: 1
Powershift Automatic: 34
4-speed: 32

R2-Powered 1964 Daytona Hardtops:
Heavy-Duty Flightomatic: 1
Powershift Automatic: 14
4-Speed: 17

R4-Powered 1964 Daytona Hardtops: 1 (4-speed)



(*Thank You BP)

"Studebaker Rescue - 1964 Daytona Hardtop".

Link: https://www.youtube.com/channel/UCoV...7qj0z_vbTz7C_w

HAMILTON

C500140 Last Known: Geoff Gogle Summerland B.C., Dark Green, 4bbl, auto, p/db, and p/s: (2/16/21 For Sale)



C500426 Last Known: Steve Confortini/New Milford CT. Strato Blue.

Bought off e-bay for 2k and used as the mule for the R1 drivetrain, both cars suffer from New England winters, can only save one. The R1 body is the better of the two, so here they are waiting for me to get motivated again. C-100426 will most likely be scrapped afterwards, nothing left of the a-pillars great fun car to drive, I should have kept driving it, so what if the doors fly open around corners, that's what seat belts are for, right? (3/31/22 Listed as for sale)

C500478 Last Known: Mary Schnell, Sparks NV, White

C500640 Last Known: Larry/Jan Caskey, Fresno CA

StratoBlue/Red, 259, a/t, p/s, d/b 63400 miles, Body #4914, CA car all it's life.



C500969 Last known: Keith Graham

My Dad's '64 Daytona H/T bought New on Dec. 24, 1964 a 2nd. generation Canadian Car C500969, Engine #VCB418, Body #5534, Line #5574, Built 3/11/1964, Astra White with Red (actually Maroon) solid Color all vinyl Interior, Reclining split bench seats, 259 2V, Flight-O-Matic, P/S, P/B Radio, Climatizer, Firestone 2 Ply. 6.50X15 White Walls, Wheel covers, Belts L&R, 3.07 open model 27 R/A. (Per StudeRich)

Was sold to Studebaker Parts and Service, Long Beach, CA (Bill Oliver) for scrap or Parts in 1998.

Good news Studerich. Your dads car is still with us. #C500969 will call it the car with 9 life's 1 your dad 2 Bill 3 Malcolm Stenson 4 me John and now 5 Keith Graham It has 4 life's left. The car is some what in one piece Missing passenger door and passenger front seat and

other small parts. Well it made out of Bill's place without getting cut up .and then Malcolm Stenson was going to send it to the scrap yard. I bought it sight unseen. Pretty rusty top side down Great floors and trunk. Badly rusted cowl. So I was going to finish it off. And then came Keith Graham to save it.

Thanks John, I think I remember Bill saying it went to Arizona but that is all I knew, glad to hear it survives.

Tell Keith it had a freshly rebuilt in 1990, Flight-O-Matic and a rebuilt (bored) 289 replacement Engine from another Car with fair amount of Miles but still strong.

It also HAD a good dash Pad without the crack from the Instrument Cluster to the Radio Speaker that all the U.S. cars eventually get.

The Canadian dash pads do not shrink and have a courser Leather Graining than U.S. made ones. It was just darkened from the Calif. Sun. Last known: Bill Oliver/Parts-Scraped

C501529 Last Known: 2R5/Canada

My sons Hamilton built C501529, B Red:



C502001 Last Know (5/22): David Lamitina

For Sale. Black/Red. 289/4 Speed/pwr steering/pwr brakes



C502595 Last Known: Alberta Canada, StudeNorm, (Scraped?)

Hi. I found a reference to a '64 that I bought from a wrecking yard as a parts car. I pulled a good set of front fenders off it then sold the rest to a Mr. Kowerko (?). It was a 259 with 3.07 rear gears. This info is from my 'little black book' of Studebakers that I have owned over the years. I believe I saw this car on the road a few years later so you may already have it registered. The timeline for this car would be the mid '70's... This car was in the Winnipeg, Manitoba area. Reported by StudeNorm

C502748 Last Known: Bremerton WA, David A Lust (V-J8-8554)

By "fatboylust": Shall we add another: ser #C502748/V-J8-8554, 259/4 barrel, auto. Rusty in all the right places, run, drives and stops, it's a start. I have been reading various threads

discussing the serial numbers used in the Hamilton production after South Bend ceased production.

I have a Hamilton built Daytona C502748 and I understand from the serial number it is the 2748th V-8 car of the "second series".

Canadian built cars don't have same body tag format as the USA tags.

My car is a V-J8 body, which I understand there were 657 of these built in the Hamilton plant in 1964.

So can someone tell me the significant's of the attached body tag "8554" shown below? EDIT 11/18/19, PO revealed the 8554 tag is the body number. However as there were just 657 V-J8s built in Canada for the 64 model year and only 4,653 total 64 Studebakers from Hamilton the 8554 number still hasn't the significant's of the US body number.



C503160 Last Known: Nita Higgs Ketchun/ ?; Laguna Blue

C503255 Last Known: Peter Downey/?; Original colour was Jet Green. 259 V8, auto, p/s & p/b, Turner disc brakes. I have owned the car since Nov. 2015, black Interior:



C503766 Last Known: Renton WA/drrrotor

Here's mine: C503766 which was a 289 2V A/T P/S Disc brake TT car with Blue vinyl split bench when I got it. I believe it has spent most of it's life here in Washington state. It did, however, have a bucket seat floor bracket hiding under the seat when I took the front seat out to convert it to buckets...? Anyway, it is now a nearly correct R2 4-speed black interior bucket seat car as you can see. And a lot more fun to drive! Last Known: Renton WA/drrrotor

C503774 Last Known: Vern Anderson? Canadian built 1964 Daytona hardtop. Ermine white with red vinyl & cloth interior. 259 with automatic. Spent its life in California until coming to Minnesota a few years ago.

Yes - the serial# 503774. Wish I knew the last serial # built in June 64

so I would know how close to the end of 64 production it was. Mine is a second gen 64. Built the third week in June 64. Still has original paint, no rust ever, Stude 259 auto trans converted to 1st gear start. That change made a REAL car out of it. One of Studes biggest mistakes was the 2nd gear start. I have written extensively on that issue for decades. Many many advantages to the 1st gear start- and MANY lost sales for 10 years due to prospective owners not wanting to purchase a performance "dog"
My wife was computer savvy but I lost her 18 months ago. Otherwise we could have sent a pic for the registry. At 75 (almost) I am computer "challenged"!

C503832 Last Known: Nicholas Treaster/North Texas: Do you think \$4500 for a running/driving Studebaker Daytona is a fair price? Rough around the edges, has an automatic trans, but mostly rust free version from the land of Texas. Asking for a friend, his name is Granetelli. (Studebaker Addicts 3/12/2022)



C503926 Last Known: ? I used to own Canadian '64 Daytona Hardtop serial C-503926. Built Strato Blue (but repainted in an off shade of dark blue), blue vinyl split front bench, Flightomatic, whitewalls and full wheel discs. One of two '64 Daytona Hardtops sold new by my hometown dealer in Greenville, PA (one a South Bend car; mine a Hamilton car). I sold the car to a fellow in Australia but it has since changed hands. Can anyone find out if the current owner is OK with putting the car on this roster? Pic in the link below, but you have to scroll past the pics of my old '63 Daytona Skytop. The car was built on June 10, 1964--I'd be curious if anyone still owns one that was built later than this.

Last Known: Australia per Bill Pressler/?

CXXXXXX Last Known: ?/Ken Boyd

We bought in the fall of 2015. It had only Canadian owners up til then. It's a real lot of fun. Very reliable. Took it to the 3 1/2 day Coker Tire Rally school in Chattanooga, TN. (then we came home by way of The Tail of the Dragon!) We went to the Zone Meet and the following year the International Meet, both in South Bend, and it won a First Place in Class 8 (Modified, but with a Stude engine) both times. My wife's car really, she likes the easy clutch and the AC:



SOUTH BEND

64V897 Last Known: Yvonne Susan Bosswell/Savannah GA
For sale in Georgia without an engine. (4/4/22)

64V1059 Last Known: Justin Laird/Northern CA Blue/Blue
Seen at Pacific Southwest Zone Meet Sept 28 2019. Formerly owned by George Krem, Holdrege NE.

He did own **64V1059** at one time because the Production Order identified it as a first-day-of-production car tagged as an **Introductory Show Car**, to be built with **Show Car Quality**.

He rescued it from a certain death 🙄 needing to be restored, propped it up a bit as to immediate needs 😊, got a good, fresh Nebraska **title** in his name, and sold it to **Justin Laird** in California.

Justin completed the restoration reflected in the posted photo. The car is indeed gorgeous. 🍷👍👍👍👓 **BP**

Yes, this is my car. I had a friend drive it to the zone meet in Sac last year. That might be where the picture is from. I drove another Lark that I bought from George. Thank you Bob, for the kind words.

R3 challenger:

I found 64-1059 two years ago in the "Classic Cars" section of a self-serve junkyard near Kearney, Nebraska. I was really looking for something else, but my first reaction when I saw 64V-1059 was "This car is too good to be here." My second reaction--after checking the serial number--was "Holy Cow, this car was built on the first full day of 1964 model production. When I got home, I checked the production order. The car was "loaded" with almost everything except the high performance options...it has the base 259 V-8. At the bottom of the PO it said "Tag Introductory Show Car". When I saw that, I knew I had to save the Daytona. The self-serve yard doesn't often sell complete cars (and this one was nearly complete--it hadn't been picked over much), but a good friend of mine knows the owner, so I got it out of there, made it ambulatory, and passed it along to Justin Laird, who did a tremendous job of restoring it. I'm sure glad I stumbled on it...great job, Justin!



64V1078 Last Known: ? Hot Rod test car?

64V1282 Last Know: Walt Jazwinski/Peoria, AZ

On frame restoration-rebuilt 289ci bored .30; 1/2 dished pistons; stainless valves for unleaded gas; polished crank, assembled and balanced by Morrison machine shop; Savon trans rebuilt power shift 3 spd auto; frontend with receipts; TT 3:73; HD springs and after market sway bars; BC/CC paint; new interior; oem replacement dash; front wiring harness; Paxton Supercharger with Avanti sidemount; R-2 heads, ERB cam and rebuilt SC/high output; R-3 headers; radiator&heater recored; new rubber gaskets; added Front Disc Brakes and drum rear. Super Lark upgrades-160 speedo; original tach rebuilt (electronic); PS added; reblt - R-2-carb, alternator, starter; wiper and heater motors all rebuilt. Tank steamed and coated. Less than 300 miles since restoration. It's been a Ca&Az car with front floors replaced so no rust. This is not a factory Super Lark but has the options to equal. Last year Studebakers produced in USA. Very few Daytona HTP where produced. A true muscle car which few people knew about because of a lack of advertising by Studebaker. The R-1 289ci rated at 240hp; R-2 289ci with a supercharger was rated 289hp and would achieve 132 mph



64V1433 Last Known: Billy Vaugin/Knoxville Tenn. 64 Daytona for sale. \$2000. Located in Knoxville Tn. It's all there. As you can tell it needs work. I was gonna do a rat rod type build but I just don't time or space.



64V1603 Last Known: Castro Valley CA/Bob Peterson Parted out.

64V1657 Last Known: Steve Hedke/Santa Clarita CA

Arctic White top, Bordeaux Red, black vinyl bucket seat interior.

Originally equipped with 259 4V, Power Shift floor shifter with console, a/c, power steering, radio, heater, clock, dual exhaust. Standard brakes (dual circuit).

Originally sold in Kansas now lives in Los Angeles. Fully operational.

Now equipped with a Chevy 350 crate motor, 350 TH trans, Turner power disc brakes, Ford 9" with limited slip. Avanti quijk steering arms and front sway bar, Hallibrand replica wheels. It will be competing in Great Race this summer, San Francisco to Moline, Illinois.



64V1967 Last Known: ?/Whatcom County WA

Engine #PH320, Body #203, Line #1855, Built 08/21/63, Shipped to Portland, OR, Astra White with Solid Blue all Vinyl reclining split bench Seats, Headrests L&R, 289 2V, Flight-O-Matic, P/S, P/B Radio, Climatizer, White Walls, Wheelcovers, Belts L&R, 3.31 Twin Traction model 44 R/A. Last Known: ?/Whatcom County WA

64V2361 Last Known: (11/21) John Reich/Cedar Falls Iowa 259 2bl, 3 spd, AM/FM, bench seats, clock.



Previous Owner: Brent Bartz

1964 Daytona 2dr ht traverse city Michigan not sure on price. Everything on this car has been replaced, it had a lot of rust when I bought it floor boards and trunk pans were replaced, rebuilt frame had body off the frame, paint job is not the best a lot of imperfections looks good from 10ft all new trim and chrome, motor has been rebuilt. make



me and offer (5/21)

64V4026 Last Known: Reported by Jim Bradley, Palmyra VA

Here is an early build, 64V4026. I owned it from 1984-1989, and again 2003-2008. A couple of other Forum members have also owned this car. It was the Keystone Region raffle car at York 2009. IIRC, the raffle winner was from CT. Maybe someone can provide info on its current ownership. Black, Keystone Raffle Car.



64V4028 Last Known: daytonadave/Heber Springs, AK

I bought a 1964 Daytona in 1980 I found on a small car lot in Denver, CO It was a 4-speed, bucket reclining seats, 259, 2 bbl, single exhaust, TT 3.31

and Disc Brakes. It had a Vinyl Roof which I've been told was not Factory original till 1965. I sold it in Oct 1985 to a man from Gillete, WY through Turning Wheels. He bought it for his 16 yr old Son. I installed NOS Avanti leaf springs to raise the rear. My Registration slip says 64V2028. I tinted the windows, added SS Cragar Mags and a nice Stereo. That Boy got a sweet ride.



64V4238 Last Known: Rob Reese

I've owned it since 1977 it was purchased from a fellow and his wife in York Pennsylvania. I have a copy of the invoice from Newman and Altman which shows it had an automatic on the column. I brokered a deal with Dick Quinn on a window invoice that shows the car being delivered to my uncles dealership. You'll notice it's pretty well optioned now. My dad and I would put them back together the way we would have bought them! Every part is still correct and correct for '64.



DATE TO SHIP	DATE WRITTEN	SALES ORDER NO.	ITEM	QUAN.	BODY BOOK	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
MO: DAY YR	MO: DAY YR							
90963	83063	19972				0875	37568	
BODY NO.	IGN. KEY NUMBER	TRUNK KEY NO.	FINAL ASSY. DATE	ENGINE NUMBER	DATE SHIPPED			64V 6210
576	5518	1656	946-63		2/3/72			
DESTINATION						ZONE CODE	SHIPPER NUMBER	
PHOENIX ARIZONA						43		
SHIP VIA								
41 NJII HAS A&S SSH PHOE SMITH								
DESCRIPTION OF UNIT AND EQUIPMENT								
64VJB 4238 DAY 8 2 DR HARDTOP								
13 P 6417 GOLDEN SAND								
14 949 BRV VINYL TRIM								
20 AUTOMATIC FLOOR SHIFT								
26 289 CU IN ENGINE								
30 4 BBL CARB								
33 DUAL EXHAUSTS								
38 POWER STEERING								
39 POWER BRAKES								
42 BUCKET SEATS RECLINING								
51 WHITE SIDEWALLS								
57 TINTED GLASS WINDSHLD ONLY								
60 CLIMATIZER 66 RADIO PUSH								
70 UNDERCOATI 71 FRONT BUMP								
72 REAR BUMPE X79 WHEEL DISC								
X61 BELTS L&R								
INSTRUCTIONS: Prepared by Car Order Dept. Distribute as received.								
W 704			Studebaker PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE			PRODUCTION RECORD COPY		

64V4385 Last Known: Leon Martin, Melbourne Australia.

64V4550 **Last Known:** Reported by Sscopelli
Does anyone know where **64V-4550** went?



64V4559 **Last Known:** Joe Wirth/Rockford IL I just bought my first Studebaker and I'm in love. (11/22)



64V4735 **Last Known:** StudeRich/? Red, Flight-O-Matic, not scrapped yet.

64V4906 **Last Known:** Bakersfield CA/ ?, Black, Modified

64V4948 **Last Known:** ?/? Here is my '64 Daytona hardtop: 64V-4948, 259/4 speed. Have had it since the late 1980s. Here is a link to my YouTube Channel, where you can access the "Studebaker Rescue - 1964 Daytona Hardtop"

videos: https://www.youtube.com/channel/UCoV...7gjoz_vbTz7C_w

Last Known: Winston-Salem NC/r1lark



64V5096 **Last Known:** StudeRich/?

Here's my (ex) '64, sold it last year to a fellow from Montana. I bought it about 2003, and it went from a driver to restored in my ownership!



64V5117 Last Known: Manteca CA. Up for sale a 1964 Studebaker Daytona 2 door hardtop. Equipped with original 289 v8 and automatic transmission with dana 44 rear-end. Car has been locked up in a barn in Southern California since 1973. Appears to be rust free. Some rodents did make it home, I have cleaned up most of the evidence there are some chewed up wires under the hood. Engine rotates freely. Engine oil and transmission fluid look good. Car was originally red in color and looks to have been re-sprayed at one time. Very solid Car perfect candidate for restoration or restomod.



64V5749 There was a '64 hardtop discussed on Facebook (Studebaker Addicts). They included pictures of the serial number 64V-5749 and the body number 64V J8 543. White/Red appears to be non-running.

64V6004 Last Known: Berwick, Victoria, Austrailia/Trev ?

White/Red, 259CI, floor shift automatic, a/c, shipped 9/17/63 to Frost & French, LA spent it's life in CA then in the mid 90's it went to Arizona.

64V6357 Last Known: Milaca MN/Milaca

I purchased near Detroit, MI back in 2006 through Ebay. I rented a car dolly out there from a U-haul and towed it home. Looks to have been restored to original-looking condition back in the 1980s (though the concealed body work was pop-riveted sheet steel covered in heavy undercoating), but I don't know its history. Currently torn apart in my garage for body work. 259 with column shift automatic, light blue vinyl & cloth interior.



64V6363 Last Know: 1980/Maine

I do not know if you are interested, but I just came across the information on the 1964 Daytona hardtop that I previously owned. The Serial Number is 64V6363. It was a Golden Sand, 259 V8, AT that had 49K miles when I owned it. I got it from NJ. I am in NY. I had it delivered up to Maine when I sold it (very clean car then). I lost track of it a few years later. I do not know if you have already accounted for it or even if it still exists.

Gary L. Wappinger, NY

64V6558 Last Known: Keith Graham, Apache Junction AZ (1/20)

BODY# 64V J8 615; ENG# VJ316 on EBAY out of Ohio, Bordeaux with Red Cloth Buckets, Powershift, AM PB Radio, nothing else! Interesting car, delivered to Stude of Indianapolis, IN as a SPEC car, never sold, ended up in Waverly, Ohio a year later, sold new with heavily discounted hand-written Bill-Of-Sale. Now has 55,000 miles documented. I had forgotten how great a low-mileage Stude is, manual steering very light, manual drum brakes more than adequate, must be at least a 3:31 diff, as it pulls strongly off the line, considering it is a 259 2BBL! I love the powershift. Stude got it right on the '64 Hardtop as far as I'm concerned, bordeaux red, contemporary styling, front end didn't kiss the ground, handles great, people love it. I paid too much for it, but I have wanted one since I saw a wrecked one in 1967!! I can only imagine what a Super one drives like! Ironically, I bought it from Ohio, had it shipped to AZ where I am now, but car was only 50 miles from me when I was growing up in Columbus, OH!

64V6575 Last Known: John Verbeek - South Holland IL.

Bordeaux Red, black all vinyl interior, 259 flightomatic, climatizer, P.S. & full wheel covers. Radio, antenna, front bumper guards, white front floor mats, driver's stratovue mirror, and front seat belts(gold?!?) must have been dealer added.

I bought the car on November 14 1990 with 27,950 miles. A friend seen it on a Chrysler Plymouth used car lot in Lansing IL. I remembered the car because the original owner lived a couple of blocks south from me. According to the records he kept he got in on October 25, 1963. He was an insurance agent and his office was a couple of blocks north of me so he drove it very little but drove it in winter instead of his other car and pretty much ruined it. The last record he had was November 11 1987 with 20,700 miles. When I got it the second owner had put 7,250 miles on it in 3 years. It now has about 35,000 miles. I parked it for maybe 12 years because it had problems fouling out the plugs which turned out to be a bad choke coil and I didn't think it was safe being so rusty. The body's pretty rough, you'd think it would be nice with that mileage but midwest salt is very bad stuff as a lot of us know. Ed George remembers the car because he lived right across the street from the original owner. Now Ed lives right down the street from me. He nicknamed it "the rotten tomato" but he loves the car as much as I do. Ed encouraged me to get it going again and enjoy it for what it is. He believes the original owner was married to the sister of the local Studebaker dealer Kickert.

I found the body set order behind the glovebox. I suppose I should get the production order for it and my Dad's Wagonaire someday.

Eric Derosa found the original owners for sale ad in a 1984 Turning Wheels. And thanks to Ed George I've been able to see the second owner again too.

64V7036 Last Known: ?/Eddie George& Anne Margaret

Laguna Blue R1 Heavy Duty Flightomatic. Body #655. Blue Vinyl Split Bench, not full package, clock instead of tach. AC. Lots of options

I forgot about this car and I didn't see it in the roster.

Nels used to own it and then Ed George. It should still belong to



64V7352 Last Known: Hayward CA/ Bob Peterson (1/7/19)

I have owned this car for close to 30 years, right now it is in dry storage all a part waiting for the change over from a 64 hardtop to a 66 hardtop the car Studebaker should have built. I do not know how to do the finish but my grandson Clayton wants me to hang on to it until he is ready and able to handle the project. over the years I had the engine and trans for the car but always ended up selling them, first a 69 365 HP 327 with dual 4's and 4 speed, then a 2001 chevy 5.3 vortex with the auto overdrive trans. but never pulled it out instead I gave it the truck to Clayton to drive, he sold it and the next owner totaled it. Just this week I picked up the next engine for the car but it is still in a very nice running 1994 Buick Roadmaster with 175K miles and runs super. It has the the LT1 corvette with tune port injection and 4 speed overdrive auto. any way here is the number on the Daytona 64V7352.

64V7660 Last Known: Norway/Radmn White

64V7941 Last Known: ?

Here is the one '64 Daytona hardtop sold new by my family's dealership, Warta Motors in Merrick LI New York. It would be great if it is still around. Color indicated as "Sand" (Original selling dealer is looking for it: r1lark)

64V9323 (10/23) Last Known: Bruce Crawford/Counce TN Brown, 259 V8, auto floor shift



64V9442 Last Known: Porter Ranch CA/George Schaefer (1975 per JGK940)

I bought this car in the San Fernando Valley in the fall of 1974 and sold it in Porter Ranch some three years later to a man whose name I seem to recall as George Schaefer. Since then it's disappeared from the face of the earth. Hope it shows up.

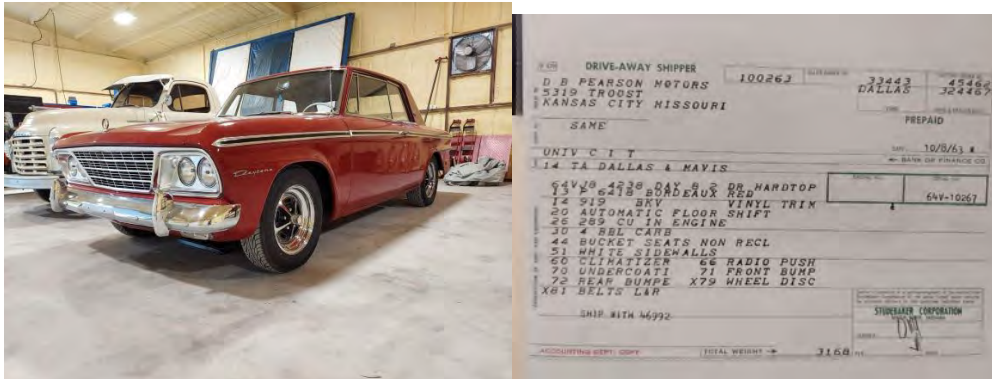


64V9513 Last Known: Brian Greenall(packardHawk58), Melbourne Australia
R2 powershift, Black & Red trim.

64V9554 Last Known: Turner's Auto Wrecking/Fresno CA

64 Daytona 2 door hardtop, Gold exterior with black interior, factory a/c, 289/automatic, all running gear is gone, many small items are gone, bucket seats and center counsel still there, a/c is still there location is Turner's Auto Wrecking, Fresno CA

64V10267 Last Known: Ronny Fuchs/Whitney TX. Came out of Eastern Oklahoma.



64V11052 Last Known: StudeRich/Ferndale, WA. Engine # PXXXX, Body #XXXX, Line # XXX, Strato Blue Metallic with solid Blue all Vinyl reclining Bucket Seats, 289 2V, Dual Exhaust, Power Shift, P/S, Power Disc Brakes, Climatizer, AM & FM P/B Radio, Rear Seat Speaker, Clock, Deluxe W/S Washer, Tinted Glass-all windows, Front & Rear Bumper Guards, White Walls, Wheelcovers, Padded Sun Visors, AC-3294 Day/Night Rear View Mirror, Side View Mirror AC-3180, Front Belts L&R, Rear Belts L&R, 3.31 Twin Traction 44 R/A, Undercoating.

This Car was the Studebaker Corp. Zone Office Dealer Rep's Car for the Burlingame, (San Francisco) CA Zone Office



64V11162 Last Known: Nee Zeeland/Geo. Panfilow Green

64V11353 Last Known: CT/Steve Confortini

R1 Strato Blue, blue interior, power shift (now T5) 3:55 lots of options, saved from the crusher, engine and complete drivetrain and complete suspension restored and put into a daily driver, driven and enjoyed for a few years. (3/31/22 Listed as for sale)

64V12671 Here's mine- Serial Number 64V 12671, Body Number 64V J8 4238, Engine Number VK316, 259/automatic Golden Sand with Red Vinyl. The engine was built on the day I was born and the car itself was completed the next day, 10/17/1963! A previous owner decided he wanted a convertible so the roof is just sitting in place!

64V12684 Last Known: Ferndale, WA. was a Strato Blue 289, P/S P/B, automatic, 3.31 TT
It's a rusty parts car.

64V12693 Last Known: xxx/xxx I've come across a 64(I think) Studebaker Lark Daytona 2 door sports sedan. Appears to be a numbers matching 289 3 speed Column shift. Car is 100% original down to the hubcaps and trim. Some rust not terrible most of it is in the trunk pan. It's a Complete car, from research it appears that the production numbers on the Daytona's are low.. (FaceBook, Studebaker Purists, 9/25/20 posted by Caleb Sellers)



64V12847 Last Known: Brian Greenall(packardHawk58), Melbourne Australia

I haven't got the P.O for this car yet but it appears to be 289, column auto., maybe was moonlight silver and red trim.



64V13034 Last Known: Shaun Messenger/Melbourn Australia Engine # VK317, Body #1130, Line #923, Built 10/31/1963 Shipped to Long Beach, CA, Astra White with solid Black all Vinyl non-reclining Bucket Seats, 259 2V, Flight-O-Matic, P/S, P/B Radio, Climatizer, White Walls, Wheelcovers, Belts L&R, 3.07 open model 27 R/A.

[StudeRich](#): I am sure that is 64V13034, my Former Daytona W/Black Bucket Seat Interior that was Family owned since about 1987, now in Australia "somewhere".

Note the Cars are Parked on the Wrong side of the Street!

I recognized that someone has put an Aftermarket Streetrod, clamp-on Side View Mirror on it.



< Before it left for Australia

After arriving:



64V13070 Last Known: Sauk Village IL/Butch Summers (studerodder) 259, Automatic Power Steering, Laguna Blue with Blue All Vinyl Interior.



64V13270 Last Known: Lancaster CA/Dennis Cope(original owner); Bordeaux Re



64V13290 Last Known: Lebanon OR/Paul Dickinson 289 V8, Auto, Ext. Dark Blue, Int. Light Blue

64V13314 Last Known: Morrison, IL/John and Frances Bishop; Silver/Black 259, 3 spd. w/overdrive, radio, climatizer, and added a/c in 1966.

64V14327 (12/22) Last Known: Mike Mikos



64V13536 (Info Needed)

64V13643 Last Known: Bob Palma/Brownsville IN

Here's mine for your roster, Lou...with the Production Order to verify the Serial Number:

Note the 289 / 4-bbl / 4-speed / Twin Traction....but, yep, **single** exhaust! 🤔 (**Dual Exhausts** have been installed with the correct factory frame bracket at the rear of the muffler, however. **Bumper Guards** were obviously added later as well, but not by me; they were on there when I bought it. I replaced the Push-Button AM Radio with a correct 1964

Studebaker **AM-FM** shortly after I bought it, courtesy of cousin George Krem. 😊)

Why it has a **Hill Holder** is beyond me; for the most part, the farmland around Elwood Indiana is as flat as a pancake. 🤔

Purchased September 20, **1977**. Driveable and somewhat presentable but could soak up \$50,000 to be made "like new!" 🤔.



WEEK DAY	VEH. NO.	DAY	VEH. NO.	ORDER NO.	ITEM	QUANT.	UNIT	BOISE	LINE NO.	FACTORY	SERIAL NO.
102263	101163	71510							1741	51153	
BOISE	1182	5156	1628						10-23-63	PH 322	64V 13643
VEHICLE NO. 36											
SHIP VEH. ELWOOD IND											
BY SALES TO: T. WALKER											
64VJ8 423 DAY 8 2 DR HARDTOP											
13 P 6411 ASTRA WHITE											
14 949 BRV											
22 4 SPEED FLOOR TRANS											
26 289 CU IN ENGINE											
30 8 BBL CARB											
31A BUCKET SEATS NON RECL											
31A FIRESTONE TIRES											
31 WHITE SIDENALLS											
60 CLIMATIZER 62 CLOCK											
63 ELEC WINDS 66 RADIO PUSH											
70 UNDERCOATI 74 HILL HOLDE											
77 TWIN TRACT X75 WHEEL DISC											
SOLD RUSH											

64V13821 Last Known: (10/22) Albany/gwood; Here is 64V13821 that I bought from Dan Giblin

WEEK DAY	VEH. NO.	DAY	VEH. NO.	ORDER NO.	ITEM	QUANT.	UNIT	BOISE	LINE NO.	FACTORY	SERIAL NO.
102263	101463	1953							1065	51381	
BOISE	1191	5202	1043						10-23-63	PH 322	64V 13821
VEHICLE NO. 20											
SHIP VEH. SAN LEANDRO CALIF											
64 NYC CAB DRGN SP WP MILP CON											
64VJ8 4238 DAY 8 2 DR HARDTOP											
13 P 6410 MIDNIGHT BLACK											
14 919 BKV											
22 4 SPEED FLOOR TRANS											
26 289 CU IN ENGINE											
33 DUAL EXHAUSTS											
31A BUCKET SEATS											
31A WHITE SIDENALLS											
57 TINTED GLASS WINDSHLD ONLY											
60 CLIMATIZER 70 UNDERCOATI											
X81 BELTS LAR											
SOLD RUSH											



64V14165 Last Known: Andover MN/61Lark; Red R11964 Studebaker Daytona Hardtop. R1 Powershift Automatic. Car has power steering, disc brakes, and AM/FM radio. Red with black interior. Engine is stuck. \$3500 (7/13/20: reported as sold)

Interestingly, two months later he got a new wife. The car lived most of its life in Martinsburg. A young man bought it and went in to the service. He drove the car to California then drove it back home when his enlistment was up. When he returned home he traded the car in at the local Chrysler dealer. From there several locals owned the car over a period of time. A local car collector bought it and (fortunately) put it in a garage and always said "I'm going to restore that car" but never did. The son of the local Studebaker dealer bought the car then decided he didn't want to mess with it after all. A retired Martinsburg policeman bought the car and over a period of several years he and his friend, an automotive engineer, also local took the car to the policeman's large two car garage and they restored the car. The end result was a virtually perfect car that was completely restored more than 10 years ago and appeared at some local car events and was driven to the 2014 International at Dover Delaware where the owner scored 392 of 400 points. Then it kind of disappeared. Today it came out of the garage and went home with a fine Studebaker man who is also a SDC member. The retired policeman was seriously injured shortly after Dover and he could never drive again. His condition continued to deteriorate to the point that he will never leave the nursing home. He had called me several years ago about helping to sell the car. The next day his wife died and the selling effort kind of ended. About two months ago his oldest daughter called me about helping to sell the car so I went to it. After talking to Bob Palma and George Krem, with their suggestions I put it on eBay. Bob Palma did a great job of editing my jumble and George Krem offered some nice suggestions too. Then I involved SDC member Jeff Bradel who also has one of the full package Daytonas which is incredibly restored. He came out and detailed the car beyond my imagination and he shot a large number of excellent photos plus edited my approach to listing the car. We actually towed the car out of the garage and placed in a nice background for the pictures then we pushed it back in to the garage.

Access to the car was kind of difficult because no one was living there and I had to call the oldest daughter to come open the place. She was great and finally offered me a key so I could get in without having to wait. The car was almost impossible to start even in its history and the policeman wouldn't let any one else try. The automotive engineer, also a friend of mine, came out to help getting it started. It did start and he drove it a couple miles with no problem. However, after that none of us could get it started, tried starting fluid and everything. We were frantically trying to have the car running for when the buyer showed up. I had even bought eight new spark plugs hoping that would do it. I had pulled the old plugs and they were all nasty, but new plugs didn't help. The buyer and his friend showed up to find a non-starting car. However, the engineer friend brought some test equipment and found a VERY weak spark from the coil. The buyer asked if we could get a new coil. We didn't think we could get a Pertronix coil soon enough, but my friend said "that '59 beside us has a Petronix coil and it starts any time any where'. So, he removed the '59 coil and installed it on the '64. The big moment, he got in the car, turned the key and it fired up on the second turn and ran smoothly. The buyer got it, started it just fine and drove it on to his trailer in the light rain and happily drove away. As he loaded the car the daughter said that daddy never let the car get in the rain. Everyone was happy, especially me because I had bitten off more than I could chew. Per 53k 9/13/19

Of the only 27 1964 Daytona package cars sold that year, this particular car is the only one in the exterior/interior combination of Laguna Blue and brown vinyl which was subject to a no-expense restoration a few years ago. Equipped with engine, JTSK322, Powershift automatic, and Option #37, it is a full package car. This car was listed on Ebay last September (2019) where it sold for \$40K. We expect to do a full report on the interesting history on this car in an upcoming issue of Jet Thrust News. Photos courtesy of Paul Johnson



64V14485 White Parted Out, Jim Pepper

64V14556 Last Known: Lenexa, KS./KC Classic Aut; Black, 259, flightomatic, disc brakes, split bench, power steering, radio, and clock.

64V14668 Last Known: Andrew Beckman/South Bend; Red/Blk

64V14780 Last Known: ?

14 959 RV Vinyl Trim

19 Flight O Matic

38 Power Steering

51 White Sidewalls

60 Climatizer 66 Radio Push

70 Undercoat X79 Wheel Disc

X81 Belts L&R

Air Conditioning

Serial #64V14780

Body #1342

I purchased the car in 2006 from Bob Helm (sure going to miss him, may he Rest in Peace).

64V14828 Last Known: Spring Hill FL, Craigslist

64V14899 Last Known: Grottoes VA/Donald Fitzsimons; Srato Blue/?, 259, auto on column.

64V15003 Last Known: Sterling Heights MI/Swifster; Blue

64V15090 Last Known: Southern Indiana/Damian Phillips V8, 3 spd. "it's sat for a number of years as the picture reveals. Some floor board rust the engine is unknown at this point car seems complete some spare parts in the trunk" Listed for sale (or will be crushed) on Studebaker Addicts January of 2021.



64V15269 Last known: Washington DC/Skip Lackie

Moonlight Silver with green reclining buckets, 289/2 bbl with Powershift, power brakes, power steering, and many other options. I have owned it since 1976 and have several original copies of the production order that show that it was ordered on 10/28/63, "Sold Rush" and built on 10/30/63. The order was cancelled for some reason and the car sat in South Bend until February 1964. At that time, it was assigned to W.R. Beyer of Studebaker Corporation. Several additional options, including air conditioning, were added then, and he took possession of it on 2/28/64. In 1981 I was able to locate Mr Beyer through the

McGraw-Edison Corp, which owned Studebaker's remains at the time. Unfortunately, Mr Beyer couldn't remember having been assigned any Daytona hardtops, and could only remember having a company-owned Avanti.

I bought it in 1976 in semi-derelict condition for a couple of hundred dollars from John Poulos, who had saved it from the crusher. After fixing the brakes and giving it a tune up, I used it as a daily driver, complete with snow tires, for about four years. Thanks to John and to Dennis Lambert of Newman & Altman, in the late 70s I was able to obtain every piece of upholstery, carpet, and chrome trim for the car, and I restored it in 1980. The engine, trans, and rear end are original and have never been opened.

64V15294 Last Known: Grant & Mary Coffin/Black Hawk ND; custom color I'd call a Burnt Orange?

64V15405 Last Know: ??? Car Life test car, February 1964. The serial number of the 1964 R4 Daytona hardtop is 64V-15405. I accidentally found the person who owned it at a national meet in 1978 and pestered him for years, but he would not sell. (The R4 was not at that meet; the owner was displaying a different car). He prefers not to be bothered. I have since told several other people about him, but I don't know if any of them has had any success; I'm no longer interested. The R4 was purchased from Paxton Products by former Jet Thrust News Editor Ron Ellerbe back in the mid-1960s. At that time, Paxton had removed the R4/4-speed and installed an R3/Powershift. After Ron sold it, the R4 went east. The owner removed the R3 and installed it in his other Studebaker. The R4 has a stock 289 the last I heard. It's been sitting outside for years, AFAIK. Perhaps someone else can give us more recent information. Per [R3 challenger](#)

Note: Two informative article in the Car Life February 1964



64V15478 6/22 Last Known: Australia/Terry Colville, Yes I do have a 1964 Daytona Hard Top serial no. 64V-15478 which I bought back in 2005 out of Australia. It had originally been a Californian car. I have just had the engine rebored and had semi dished pistons fitted along with R1 cam and the crank shaft will stay standard. This is the first time the engine has been apart. I also have fitted ventilated disc brakes, quick ratio steering arms and 1" sway bar on the front and I fitting a sway bar to the back of the car. I am really looking forward to having it back on the road. There are two more Daytona Hard Tops in NZ that I know of.



64V15654 Last Known: Andover MN/61Lark; Here's my first car, 64V-15654 I bought the car in Newell, SD from the second owner. The story goes that the first owner had purchased it to pull a trail down south every winter. The farmer that I purchased it from had even pulled a combine home from North Dakota with it. It now has a 5 speed and disc brakes.

64V16027 Last Known: Dallas GA/Stude-Preferred/Ken Jones 1964 Daytona HT:

259 V8 - Flight O Matic on the column

Bordeaux Red

Black Vinyl - Individual Reclining Seats

Dealer Installed A/C

See the window sticker for additional details.

Family owned since new. From Stewart Jones Motors St. Petersburg FL. My Grandfather's dealership.

My Grandfather told my Grandmother it was time to replace her 1951 Champion DeLuxe Business Coupe. Light blue (Boy I wish I had that one too.)

He told her to go through the Studebaker inventory & pick out her new car. I always had that same dream, but he retired in 1973 & sold the Dealership, before I could drive.

The color got her, Bordeaux Red. She told me (years later) that she went out & bought some new clothes to match or at least compliment her Studebaker's color, while driving it. She was always a fashion plate.

I always felt the 64 Daytona HT was one of the most beautiful Lark based Studebaker's produced. My Grandmother always held onto her cars. So, from a young age, I always told her to never sell it without talking to me first. Figuring I'd be old enough to drive, when that time came.

Well that day came in 1990, when I bought it for \$1.00 She wanted to give it to me, but I said it should be a legal transaction, with money exchanging hands.

I remember going to the DMV to get the title transferred, and the 4% State of Florida tax was to be paid. They lady asked for the purchase price. I told them it was purchased for \$100.00 because I couldn't see giving the State just 4 cents. haha That is when I noticed on the old title, that the Dealership hadn't transferred ownership to my Grandmother, until 1966. I wonder if Studebaker's closing had anything to do with that?

The car is now setting in my garage. I always wanted an R2 Super Lark. So I have acquired the parts, waiting for that conversion. The T-10 4 speed and Avanti Style 289 R2 set-up is waiting, already restored. That will be my retirement project. In the meantime, the 259 was "borrowed" for my 1960 Lark project. It now lives on as an R2 type clone itself. The 60 Lark is completed and on the road.

My Grandmother lived to be 102 years old. I had always wanted to take her for one last ride in her beloved automobile. Unfortunately, that never happened.

When my Grandfather retired in 1973, he took a used 1963 Avanti off the lot & it became his daily driver. Later he sold it & then took over driving the Daytona. He gave my Grandmother a new 1976 Ford Granada Ghia 2 door. Olive Green, which was another pretty

2 door. After my Grandfather died in 1983, she retained both vehicles, driving the Studebaker on occasion.

Below is a 1981-82 photo my Cousin just gave me last year. It shows her Sister and Husband, taking my Grandfather out for a drive. At that time, he was too sick to drive himself, but a Studebaker outing always seemed to make him feel better.

Oh, today the 1964 has 48k miles on it and well protected. Awaiting its R2 + 4 speed conversion.



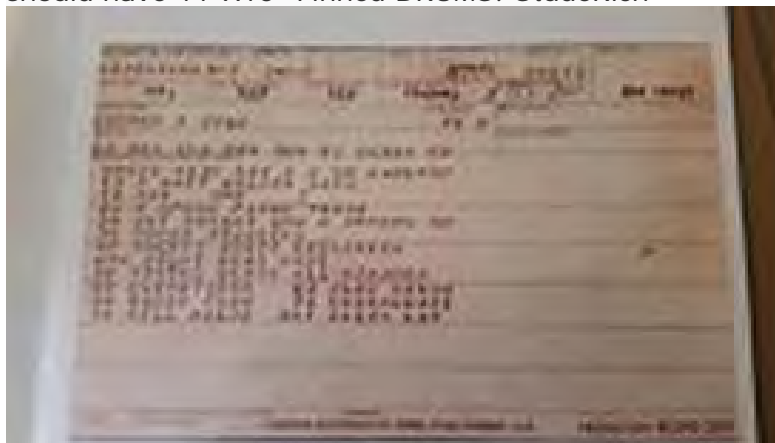
64V16197 Last Known: Arura CO/Gene or JimMoore?

Gold Jim: IIRC, that one was on Craigslist or e-bay within the last six months. It was still in one piece but needed everything. I remember the color and interior combination; rare.

BP

R2 with drum brakes! I don't know Jim but he is a Facebook friend of mine. I asked him about that just this morning when I saw the production order pic posted. Bill Presler Jim is my cousin. We get disrespected at studebaker meets often because we are traditional hot rodders, something not always accepted there. Between the two of us we have six or seven Studebakers We are both professional mechanics so our cars get it done no matter what they look like. Studerodder

That appears to be correct, no "R2 Package" was ordered, and no Disc Brake Option, so it should have 11"X10" Finned DRUMS! StudeRich



64V16392 Last Known: Apache Junction AZ/? Gold

64V16393 Last Known: ? Golden Sand/? Sold to John Paulos in 2006

64V16472 Last Known Jeff Bradel/Centreville Virginia

Here is my 64 hardtop. 64V-16472. R2, 4 speed package car, B Red.



64V16643 Last Known: ID/Bob Palma; White

64V16673 Last Known: Ortonville MI/t1003 body; number 1579.

It left the factory Strato blue, 259 V8, 2 barrel, automatic, blue split bench seat, column shift, manual drum brakes. I restored it Laguna blue, 289 V8, 4 barrel, 4 speed manual trans, blue bucket seats. It has been my daily driver this past summer and we raced it at the Studebaker Nationals and Pure Stock Muscle Car Drags. We have driven it over 7000 miles since finishing the restoration.

64V16738 Last Known: ?/ France. Short on details at this point....

64V16879 Last Known: ? My records indicate that Serial Number was indeed a fairly plain Astra White 1964 Daytona Hardtop shipped to Scottsbluff Nebraska. Base 180 HP 259, Flightomatic, Red Cloth bench seat, whitewalls, wheel discs, push-button radio, and undercoating. That's it.

64V17153 Last Known: Milaca MN/Milaca; I purchased near St. Cloud, MN back in 1990 and drove it home. I believe it has been a MN car its entire life. Very rusty parts car now sitting in my shed (needs a body donor). 259 with Powershift automatic, tan vinyl & cloth bucket seat interior, factory air conditioning.



64V17194 Last Known: stude dude/Brisbane Australia; Astra White, 259, auto, split bench, radio, heater, etc. original low mileage car from the San Fran/bay area. Imported to Australia 1989, converted to RHC, mostly rebuilt since then. A fantastic daily driver since then, now with over 200K miles and looking and running better than ever! Chris

64V17421 Last Known: Washington DC/Skip Lackie; Moonlight Silver, 289/2-bbl and Powershift. Parts car, now partly cut up. This car was briefly well known in the 1980s when it was driven to a number of SDC meets by Dan Webber and Mike Elling. It has "I'd rather fix than switch" professionally painted on the panel below the trunk lid. 64V-17421, body 64V-J8-1703 has been cut WA/Studentut

64V17478 (6/22) Last Known: Bubba Krause/? I am ecstatic, I purchased this car while in South Bend for the international meet. My garage felt empty without a 64 Hardtop in it. (5/21)



1710	5265	1737	11-25-03	6649	5072.3	VM3/2	64V 17478
EUSA ARIZ							
25 HV HAR AAS SEM SP PHCE BRISH							
64VJ8 4238 DAY 0 2 DR HANDTOP							
13 P 6410 MOONLIGHT SILVER							
14 838 SC							
15 LIGHT 2 NATIC							
25 AIR CONDITIONING							
26 POWER STEERING							
30 POWER BRAKES							
42 INDIVIDUAL RECLINING SEAT							
50 TINTED GLASS ALL WINDOWS							
60 CLIMATE 60 RADIO PUSH							
70 UNDERCOAT 71 FRONT BUMP							
75 REAR BUMPER							
80 BUSH							
85 INSTALL ANTENNA							

64V17565 Last Known: Rick Anderson/Napa CA; White

64V17648 Last Known: Napa Ca/ Justin Laird Full package R2, 4 spd., Strato Blue/Blue



64V17898 Last Known: Orangevale CA/Rick Famelia; Brown, 350 Chevy, hasn't run in 25 yrs

64V18389 Last Known: Owned by Jason Fuchs family in Rogers, Texas. Bought by his dad, Gary, in the mid-1970s to drive back and forth to trade school. Gary sold it in the late '70s and then found it again in 1995, bought it back, and started restoring it. 259/FOM, radio and that is about it.



64V18486 Last Known: Desiree Koller/Austria

'64 Daytona Hardtop with a Golde Sunroof, owned by Desiree Koller of Austria. Desiree is currently having some work done on her Daytona to prepare it for registration with the government.

Your Webmaster may be somewhat prejudiced (being a big fan of the '64 Lark styling), but believes that the Skytop option fits in as well or better with the '64 redesign than with the '61 - '63 styling. Look at the pictures below and see if you agree or not.

Back to Desiree's car.....this car was assembled in South Bend on December 11, 1963 and the destination on the Production Order is listed as Basle Switzerland. Serial number is 64V 18486 with engine number VN304. It was a well optioned car, with some of the equipment being overdrive transmission, disc brakes, split front seats (but not reclining), HD springs, HD shocks, HD clutch, HD engine, six-blade fan, HD model 44 rear axle with 3.73:1 ratio, parking brake warning light, wheel discs, Hill Holder, and Firestone 500 whitewall tires. Other interesting items on the Production Order are 12 METRIC SPEEDOMETER; 362 OMIT HOOD ORNAMENT; and 206 FRT DIR SIG WHITE BULB. The car was originally painted P6416 Moonlight Silver. And no, there is no indication on the Production Order that

the car was fitted with the Skytop assembly at the factory. Most likely it was fitted in Europe at a later date, possibly by the importing dealer.

Desiree's car is a glimpse of what could have been, if Studebaker had been in better health in early-to-mid 1963 when the 1964 models were being finalized. If anyone knows more about the early history of this car, please contact the Webmaster at webmaster@studebakerskytop.com



v

(from StudebakerSkytop.com)

64V18679 Last Known: Valley Springs CA/ Kenny Hall; Primer, Modified/other frame

64V18772 Last Known (9/22): Livingston Montana/for sale

Giving this barn find 64 Hardtop a sponge bath. Man, when I opened that door I was so surprised. Look at that stunning red interior! This Car is a very nice *almost* survivor. Its a V8 car with 3 speed overdrive. It's not perfect, has it's share of scratches that need to be buffed out from cats that perched on it, but not inside it, it was stored with the windows up. The topside of the back seat could use a "Grandma's Afghan" blanket to hide the dry and faded section, and the corner of the passengers seat has a little fading. Front passenger fender looks to have been replaced with an NOS one and never painted. Match the fender, give it a buff, and this will be a Stunning 64 Hardtop. Milage might not be accurate, I don't know. Solid floors, light blistering in the rocker panels. Has title.



64V19823 Last Known: Bellingham WA/David Bell; B Red

64V20202 Last Known: South Bend/Studebaker National Museum; B Red

KNOWN BODY NUMBERS:

64VJ8424	Green/Green	259, a/t
64VJ8583	White	Chevy V8 race car, Europe

UNKNOWN SERIAL NUMBERS:

#1) This one is at Tom Karkiewicz's place in South Bend. At least I think it is, I haven't been out there in a while.

It's had a trunk section spliced into it. I don't have any other info on it.



#2) Found this one on Craigslist Seattle but don't know serial number? Believed to have been last seen in the Portland area.



#3) Scapped by Zane Leek



#4) As seen on Craig's List, Phoenix, 2/1/20 Last Known: ?/?

On frame restoration-rebuilt 289ci bored .30; 1/2 dished pistons; stainless valves for unleaded gas; polished crank, assembled and balanced by Morrison machine shop; Savon trans rebuilt power shift 3 spd auto; frontend with receipts; TT 3:73; HD springs and after market sway bars; BC/CC paint; new interior; oem replacement dash; front wiring harness; Paxton Supercharger with Avanti sidemount; R-2 heads, ERB cam and rebuilt SC/high output; R-3 headers; radiator&heater recored; new rubber gaskets; added Front Disc Brakes and drum rear. Super Lark upgrades-160 speedo; original tach rebuilt (electronic); PS added; rebt - R-2-carb, alternator, starter; wiper and heater motors all rebuilt. Tank steamed and coated. Less than 300 miles since restoration. It's been a Ca&Az car with front floors replaced so no rust. This is not a factory Super Lark but has the options to equal.

Last year Studebakers produced in USA. Very few Daytona HTP where produced. A true muscle car which few people knew about because of a lack of advertising by Studebaker. The R-1 289ci rated at 240hp; R-2 289ci with a supercharger was rated 289hp and would achieve 132 mph

#5) 3/8/21 Seen on Facebook: Robert Moore, Ogden UT, 350 Chevy, Automatic



#6) 2/x/21 Facebook: (Maybe 64V11721?)



#7) 3/8/21 Facebook: Tom Kazale, R2, 4-Spd:



#8) 8/21 Bill Wilinson



#9) Nelson Bove (8/21)



#10)



11)



1964 Studebaker Daytona hardtop, 259V8 with edelbrock 4bbl carb. Mustang Cobra front brakes via a set of Tom Rautio adapters(Tom is known for his Avanti modifications). Also a set of 17" Ford Halibrand wheels w/new tires. Interior has good original seats (no tears).Solid floor.New P/S hoses and pump. Have new headliner (needs installed) new frt/back window seals and new windshield. No, it's not perfect but a great driver for someone to finish. NOS fender, dash pads and more from SASCO (NOS parts supplier).Chevy V8 mounts from. '65/66 also included.Solid floors.The original green guages are included, the mileage is correct. Plus lots of extra '64 specific parts (grills, trim, gauges, lenses, etc) Lots of literature including original owners guide, paint chips, interior design guide and more. Yes it runs, drives and stops. Clear title in hand. More pictures to come. If you see this then it's available. \$3850 OBO. Delivery possible to CO from TX.

#12}



#13) Ernie Lima?



#14)



#15) 10/22 serial number unknown/Visalia CA. 1964 studebaker Daytona 2 door v8 256 cu 2 barrel auto trans fact a/c no working factory backt seats body good condition eng and trans drive clean title 8500 o.b.o no rust floor or body motor needs oil seal



#16) (10/22)

