

1964 Studebaker Daytona 2dr Hardtop Roster 12/4/19
Lou Van Anne: lvasales@comcast.net (209 479 0867)
Hamilton 10/657---South Bend 60/1757

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)



"Studebaker Rescue - 1964 Daytona Hardtop".
Link: https://www.youtube.com/channel/UCoV...7gjoz_vbTz7C_w

Help!
I need a serial number on this one....she a beauty!



I found another one at the Anaheim Memorial Day event....and it is one to die for!...Dennis Cope's beautiful Bordeaux Red that he has owned since it was new. Somehow I lost the serial number!

<u>HAMILTON</u>	<u>COLOR</u>	<u>LOCATION/OWNER</u>	<u>NOTES</u>
C100426	another 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? Last Known: Steve c./New Milford CT.
C500140	Dark Green	Summerland B.C/Geoff Gogle	
C500478	White	Sparks NV/Mary Schnell	
C500640	StratoBlue/Red	259, a/t, p/s, d/b 63400 miles, Body # 414	Last Known: Fresno/Larry Caskey

C500969 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, Wheelcovers, 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 Keath 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 My sons Hamilton built C501529, B Red. By 2R5/Canada



C502595 Alberta Canada, StudeNorm Scaped Canadian

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

C503766 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/drrotor

C503774 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. Blast Known: Vern Anderson/?

C503926 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. [Error! Hyperlink reference not valid.](#) Last Known: Australia per Bill Pressler/?

SOUTH BEND

64V604	Green	Summerland BC/Norma Gogle	
64V1059	Blue/Blue	Holdrege NE/George Krem	
64V1078	?	??	<u>Hot Rod</u> test car

64V1657 1964 Daytona Hardtop 64V1657
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.



Last Known: Steve Hedke/Santa Clarita CA

64V1967, 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

64V4026 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. Reported by

Jim Bradley, Palmyra VA

64V4028 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.



Last Known: daytonadave/Heber Springs, AK

64V4385 I have 64V-4385. Last Known: Leon Martin, Melbourne Australia.

64V4550 Does anyone know where **64V-4550** went?



Reported by Sscopelli

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

64V4906 Black Bakersfield CA/? Modified

64V4948 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

DATE TO SHIP		DATE WRITTEN		SALES ORDER NO.	ITEM	QUAN.	INST BOOK	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
MO.	DAY	YR.	MO.	DAY	YR.					
9	09	63	8	30	63	1997	2	0875	37564	
BODY NO.		IGN. KEY NUMBER		TRUNK KEY NO.		FINAL ASSY. DATE		ENGINE NUMBER		SERIAL NO.
576		5518		1656		9-16-63		27312		64V 6210
DESTINATION								ZONE CODE		DATE SHIPPED
PHOENIX ARIZONA								43		
SHIP VIA								SHIPPER NUMBER		
41 NJII HAB A&S SSW PHOE SMITH										
DESCRIPTION OF UNIT AND EQUIPMENT										
64VJ8 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										
X81 BELTS L&R										
INSTRUCTIONS: Prepared by Car Order Dept. Studebaker										
Distribute as required. PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE PRODUCTION RECORD COPY										

Last Known: Arizona/ Sscopelli

64V5749 There is a '64 hardtop being discussed on Facebook right now (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.

64V6357 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. Last Known: Milaca MN/Milaca



64V6363

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 Last Know: 1980/Maine

64V6558 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! Last Known: SASCO KID/Arizona

64V6575 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 MI. 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.

Last Known: John Verbeek - South Holland IL.

64V7352 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 on doing 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. Hayward CA/ Bob Peterson (1/7/19)

64V7941 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)

64V9442 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.



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

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

64V11052, 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. Last Known: StudeRich/Ferndale, WA.

64V 6558; 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!!! 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!

64V 6558; 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!

64V11353 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. Last Known: CT/Steve C.

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

64V12847 I haven't got the P.O for this car yet but it appears to be 289, column auto., maybe was moonlight silver & red trim. Last Known: Brian Greenall(packardHawk58), Melbourne Australia



64V13034, 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. Last Known: ?/Australia

64V13070 259 Automatic Power Steering Laguna Blue with Blue All Vinyl Interior.



Last Known: Sauk Village IL/Butch Summers (studerodder)

64V13270 B Red Lancaster CA/Dennis Cope

64V13314 Silver/Black Morrison, IL/John Bishop

64V13643 Here's mine for your roster, Lou....with the Production Order to verify the Serial Number:



MO. DAY	VEH. NO.	DATE	ITEM	QUAN.	UNIT	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
10	2263101163	71510				1741	51153	64V 13643
BODY NO.	1182	NON VOTICATED	TALENT	1628		10*23*63	CH 322	
VEHICULAR						36		
ELWOOD IND								
S. S. WALKER								
64VJ8 423 DAY 8 2 DR HARDTOP								
13 P 6411 ASTRA WHITE								
14 949 DRV VINYL TRIM								
22 4 SPEED FLOOR TRANS								
26 289 CU IN ENGINE								
30 4 BBL CARB								
34 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								

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!" 😬. 😊 **BP** Last Known: Bob Palma/Brownsville IN

64V13821 Here is 64V 13821 that I bought from Dan Giblin last April.

DATE TO SHIP		DATE WRITTEN		SALES ORDER NO.	ITEM	QUAN.	INST BOOK	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
MO	DAY	YR	MO							
10	22	63	10	1	463	1963		1065	51381	
BODY NO.				IGN. KEY NUMBER	TRUNK KEY NO.	FINAL ASSY. DATE		ENGINE NUMBER	64V 13821	
1191				5202	1643	10-23-63		PK322		
DESTINATION								ZONE CODE	DATE SHIPPED	
SAN LEANDRO CALIF								70		
SHIP VIA								SHIPPER NUMBER		
75 NYC CBG DRGW SP WP MILP CON										
DESCRIPTION OF UNIT AND EQUIPMENT										
64VJ8 4238 DAY 8 2 DR HARDTOP										
13 P 6410 MIDNIGHT BLACK										
14 919 BKV VINYL TRIM										
22 4 SPEED FLOOR TRANS										
26 289 CU IN ENGINE										
33 DUAL EXHAUSTS										
51A DUNLOP TIRES										
51 WHITE SIDEWALLS										
57 TINTED GLASS WINDSHLD ONLY										
60 CLIMATIZER 70 UNDERCOAT I										
X81 BELTS L&R										
SOLD RUSH										

Last Known:

Albany/gwood

64V14165 Red R1 Andover MN/61Lark

64V14485 White Parted Out, Jim Pepper

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

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

64V14780 64VJ8 4238 DAY 8 2 Dr Hardtop

13 P 6411 Astra White

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 Blue Spring Hill FL, Craigslist

64V15003 Blue Sterling Heights MI/Swifster

Last Known: Grapevine TX/63studecars

64V15269 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. Last known: Washington DC/Skip Lackie

64V15294 custom color I'd call a Burnt Orange?, residing in Black Hawk ND, owned by Grant & Mary Coffin

64V15654 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. Last Known: Andover MN/61Lark

64V16027 1964 Daytona HT: 64V-16027

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. Last Known: Dallas GA/Stude-Preferred/Ken Jones



64V16197 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



Last Known: Arura CO/Gene or

conditioning. Last Known: Milaca MN/Milaca



64V17194 - 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 Last Known: stude dude/Brisbane Australia

64V17421 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 up and scrapped. Last Known: Washington DC/Skip Lackie

64V17546	B Red	Bellingham WA/Studenut
64V17565	White	Napa CA/Rick Anderson
64V17898	Brown	Orangevale CA/Rick Famelia, 350 Chevy, hasn't run in 25 yrs
64V18679	Primer	Valley Springs CA, Kenny Hall Modified/other frame
64V19823	B Red	Bellingham WA/David Bell
64V20202	B Red	South Bend/Studebaker National Museum

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.

