

## Paxton-Blown '64 Studebaker Daytona Keeps Original Owner Smiling

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Daytona Super Lark

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Dennis Cope's '64 Studebaker Daytona Super Lark is a great example of where muscle cars came from.

Sometimes in life you find just the right match. This was the case when Dennis Cope bought his 1964 Studebaker Daytona Super Lark. Since then, the two have never been very far apart.



Dennis bought the car which is number 1150 of 1154 in November of 1963. At that time Studebaker was fighting for its very existence and had lately made significant strides with high-performance vehicles. In fact, none other than the legendary Andy Granatelli took a highly tuned version of a stock Daytona to a top speed of 132 mph at Bonneville. Unfortunately, these advancements would come too late for Studebaker as the 1964 model year would be its last. However, the results of these last offerings proved to be what many people consider as the first muscle cars.



Cope's Daytona retains all of the original sheet metal and powertrain. When you have the combination that is right for you...why change?

This Daytona is in original condition and has received only the maintenance that you would expect for a car that has been well used and well loved, for close to half a century. The original engine, four-speed transmission, and Dana rear end still dwell in the car and the only exterior changes to the vehicle are a set of American mag wheels. It retains its original red color, stock interior styling, and early 60's amenities including the AM radio.



The interior is the most modified area of the car. Aftermarket cup holder and shift knob are custom touches.

Although everything has been kept true to the way the Daytona left the factory, it would be a huge error to think that this car is a slug on the road. A Paxton supercharger which was stock on the Daytona's R2 Avanti engine option provides a healthy horsepower boost to the freshened 289ci powerplant. Dennis says that he has seen a lot of very surprised faces in his rear-view mirror over the years.



The R2 Avanti engine option included the Paxton Supercharger which was a very hot set-up for 1964. Dennis says that the configuration can still hold its own in the asphalt jungle.

Like any hot rodder, Dennis has often considered alterations to his Studebaker such as engine swaps, custom paint, interior upgrades and improved creature comforts. However the thought of losing the singularity of what the car is has led him to preserve what he has. It was love at first sight and nothing has changed over the years.



Dennis has decided that there will be no changes to the car as long as he owns it. He also told me that won't be parting with his automotive partner anytime soon. Considering the quality of what he has, I couldn't agree with him more.