



Lark Daytona Hardtop. Also available: The Lark Regal 2-door, same wheelbase.

# Q\* Car

## How to amaze your friends by adding a few little factory stock extras to your normal-looking Lark:

Studebaker's bins have everything you need to dust off Detroit iron and many more-expensive imports. Tenacious cornering, 0-60 in 8 or less, plus safety no other U.S. passenger car can match—can be yours in a Lark. It won't cost an arm and a leg, and you can drive the folks to church without causing eyebrows to rise.

### **Here's the prescription:**

Ask the man for our basic '63 Lark Regal 2-door. Its starting price is so low you go on from there with a clear conscience.

**For beef**—add on HD clutch, adjustable shocks and HD front and rear springs. (There's beef enough already in the separate Armor Guard chassis.)

**For go**—call for the Avanti Supercharged Jet-Thrust V8. Limited-slip rear end. Choice of 6 axle ratios, 3.07 to 4.55. Butter-smooth 4-speed-stick box.

**For stop**—Caliper disc power brakes, fore; finned 11" x 2" drums, aft.

**For safety**—Belts, fore and aft. Bucket seats. Padded dash is standard. Add your own roll bar—or buy an Avanti.

**For sense**—Enjoy full dial instrumentation. Two-speed wipers. 15" wheels. And that Beauty Vanity with its own mirror is standard equipment, too.

**For advice**—write our man Andy Granatelli. Speak your mind. He'll tell you all you need to know to own the goingest Lark in the league. Tell him your Studebaker dealer sent you!

*\*\*"Q" = quick... and "Q" Boats are potent warships disguised as innocent-looking merchantmen to fool the enemy in wartime.*

**'63 LARK** From the Advanced Thinking of  
 **Studebaker**  
 CORPORATION