

Peerless
Enterprises

1732 West Second Street
Marion, Indiana 46952
Phone 317/662-7280

Sold To John Huber

Shipped To _____

Address _____ Via _____

COPY

OUR NUMBER	7562
DATE	6-5-82
CUSTOMER'S ORDER	
SALESMAN	
TERMS	
F O B.	

1 Chevrolet Camaro race car 1978

Roller #56 GTO - IUSA Gr. 4

with spars - as is - delivered

serial # 124870N591791

Deposit 6-5-82

5000 00

3000 00

2000 00

Balance to be Cash or Certified

Bank checks to be received by Dealer

personnel upon delivery to Mr. Huber

151st Morning Dr. N.E.

Renton, Wa. 22090

703-435-2692

7/2/82 Balance

2000 00

Paid in Full Cash by

John Huber

OK Gary Carter
John Huber
check no. 1004
\$2000

Rediform
7H724

BILL OF SALE

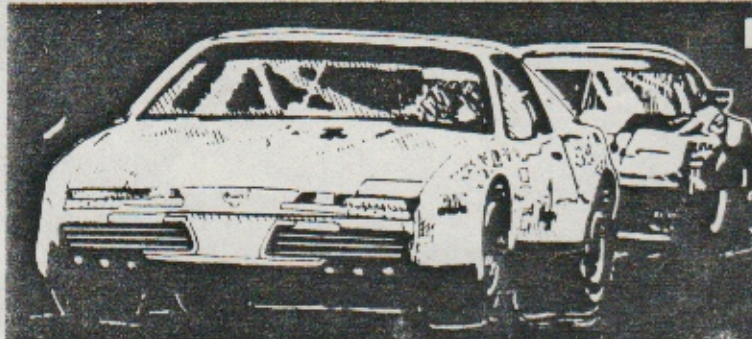
NOV. 15, 1985

FRED E. WOLFE, CHARLOTTE, N.C.
AGREES TO PURCHASE FROM JOHN HUBER
AND ROBERT HINES A CAMARO RACE CAR
SERIAL NO. 124870N591791 WITH
SPARS, REARVIEW MIRROR, RACE TIRES
AND BODY MOLDS. TOTAL PRICE IS \$8700
EIGHT THOUSAND SEVEN HUNDRED, INCLUDING
DELIVERY TO CHARLOTTE, N.C. \$700
DEPOSIT IS ACKNOWLEDGED, \$8000
IS DUE ON DELIVERY, ON OR BEFORE
NOV. 30, 1985.

Buyer: Fred Wolfe

HINES & HUBER RACING

11151 SAFFOLD WAY
RESTON, VIRGINIA 22090



ONLY \$ 9500.00, READY TO RACE

CHEVROLET CAMARO (1981)
GTO/IMSA

CONTACT 703/667-3964
JOHN HUBER, Winchester, VA

Note: Sale of $\frac{1}{2}$ interest in car
and spares is possible to
qualified person.

- * 460 cu. in. Chevrolet, aluminum heads, carillo rods, isky roller cam, crane roller rockers, weaver 4-stage dry sump oil system, vertex magneto, holley 850 with cold air box. Only 3 hours on this 30 hour enduro engine.
- * Koni coil over rear suspension, 4-link, panhard rod.
- * Ram triple disc clutch and aluminum flywheel.
- * Doug Nash 5-speed all roller bearing, synchro transmission with Hurst shifter, oil cooler.
- * Chevy 12 bolt full floater rear, 5 ring and pinion sets.
- * Front and rear springs for Daytona and flat tracks.
- * Hurst Airheart brakes front, Corvette J-56 rear.
- * 8 Jongbloed wheels, 12 x 15 front, 14 x 15 rear.
- * 4" Moroso tell-tale mechanical tach, all new large Stewart-Warner instruments.
- * New 3" lap and shoulder harness, Corbeau GT Highback adjustable seat.
- * Mounted Rain tires.
- * 20 new and used dry tires.
- * Fiberglass front fenders, hood, air dam, and deck lid, plus molds for all of the above.
- * 32 Gallon fuel cell, ATL drybreak, 2 dumpcans, 3 male drybreaks, ATL discriminator valve.
- * Other nice touches like a hot air defroster that works, a remote control rear view mirror, wired for night racing with seperate nose.

It's competitive - ran third at Pocono 83', It's reliable - finished two Daytona 24 hours', It's cheap to keep - Chevy parts are still a bargain, It's easy to drive - has power steering, power assist brakes, and an adjustable seat, It's a ball to drive - feel that Kick-ass big block power.

Spares : Doug-Nash 5-Speed trans with shifter, alternate springs, 4' rears, clutch brake pads, rear axle, suspension pieses, engine parts, gaskets, etc.
Price to be negotiated.

RAINES CORPORATION
725 PROVIDENCE ROAD, SUITE 203
CHARLOTTE, NORTH CAROLINA 28207

FREDERICK E. WOLTZ
PRESIDENT

TELEPHONE 704-332-6983

BILL OF SALE

FREDERICK E. WOLTZ HAS OF THIS DATE
SOLD TO RAINES CORPORATION A CERTAIN
CAMARO RACE CAR, SERIAL NUMBER 12476N5917
FOR THE TOTAL PRICE OF \$8700.00 WHICH IS
THE PRICE THAT HE PURCHASED THE CAR FROM
HUBER/HINES RACING ON DECEMBER 30, 1985,
TERMS ARE \$200 CASH, BALANCE OF \$8500
DUE IN SIXTY DAYS.

Frederick E. Woltz

All answers supplied and completely subscribed
and sworn to before me this the 31st day of
December, 1985.

My Commission Expires January 19, 1989

Carly M. [Signature]
Charlotte NC



PEERLESS

LANCE

' HERE ARE SOME PICTURES
I HAVE FOUND SO FAR.

WILL CONTINUE TO LOOK.

TOO BAD THE LARGE PICTURES
ARE IN COLOR. THE SMALL
PICTURES COULD BE TAKEN
TO WALGREENS AND BLOWN
UP TO GET MORE DETAIL.

YOU CAN KEEP THEM AS
LONG AS YOU NEED THEM BUT
I WOULD LIKE THEM ^{BACK} WHEN
YOUR FINISHED.

Peerless Machine & Tool Corporation

1804 West Second Street P.O. Box 385 Marion, IN, U.S.A. 46952

Telephone 765-662-2586 Fax 765-662-6067

e-mail peerlessmt@aol.com www.peerlessmachine.com



PEERLESS

GOOD LUCK ON YOUR
RESTORATION OF OURS!!

TO

LANCE SMITH
2190 CABLE ST.
SAN DIEGO, CA 92107

Peerless Machine & Tool Corporation

1804 West Second Street P.O. Box 385 Marion, IN, U.S.A. 46952

Telephone 765-662-2586 Fax 765-662-6067

e-mail peerlessmt@aol.com www.peerlessmachine.com



Lance,
Good Luck
Bob Carson

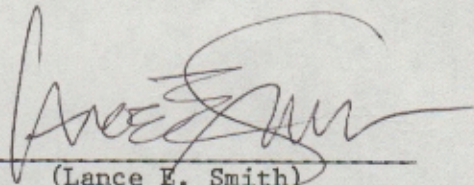
March 23, 1991

Buyer: Lance E. Smith

Seller: Frederick E. Woltz

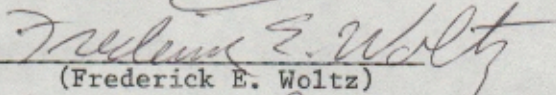
Seller (Frederick E. Woltz) has agreed to sell a 1970 Camaro Race Car to buyer (Lance E. Smith) as is, where is. The sale includes spares. The agreed sales price is \$ 9,000.00.

Buyer



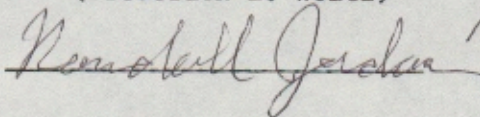
(Lance E. Smith)

Seller



(Frederick E. Woltz)

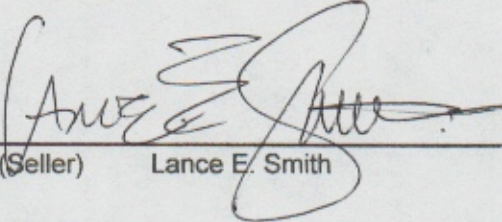
Witness



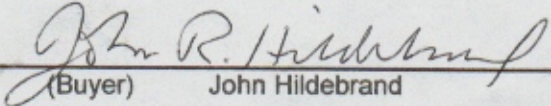
Agreement of Sale

Seller (Lance E. Smith) has agreed to sell the IMSA series, 1970 Craig Carter Peerless Camaro race Car VIN # 124870N591791, to Buyer (John Hildebrand). The race car currently delivered as where is with fender molds and a spare set of wheels.

1-26-8
Date


(Seller) Lance E. Smith

1-26-08
Date


(Buyer) John Hildebrand

Lance Smith
2190 Cable Street
San Diego, Ca. 92107

Dear Lance,

If you didn't know, we built my IMSA big block Camaro out of a flood victim of Hurricane Agnes of 1972., in my home garage in McGraw, N.Y. As you can see through the photographs the car progressed from the white with blue/smaller fenders, to the orange and white, with the bigger wheels and tires and onto the dark blue with gold crowns Peerless paint scheme.

We hooked up with Bob Carson of Peerless Machine and Tool Co. out of Marion, IN. for the 1979 season and configured the Camaro with the 1979 fiberglass nose and front spoiler configuration, along with the Jongbloed wheels as it appears today.

We retired the IMSA GTO Camaro in 1981, and built a new car to campaign in the Kelly American Challenge. We were second in points that year, and won the championship in both 1982 and 1983. The GTO car was sold to John Huber of Virginia in 1982.

Good luck with the restoration of my big block IMSA Camaro.

Best Wishes,

Craig Carter

Lance Smith
2190 Cable Street
San Diego, CA 92107-2123

September 10, 2007

Dear Lance,

It was with great nostalgia that I looked over the photos of the Camaro race car that you sent. I am confident that this is truly the first Peerless Camaro and that it is the same car that I delivered to John Huber in Reston, VA in the early 80's.

I first encountered this Camaro in 1976-77 when I befriended Craig Carter in McGraw, NY. This car was then campaigned as part of a 2 car Team, Carter Brothers Racing.

I worked on this car as a crewman for several seasons in New York. At that time, it had radically different bodywork with a large rear wing and a full width nose spoiler to run in the All-American GT category of the International Motor Sports Association (IMSA).

As background, Craig had told me this was originally a flood recovery car that he had bought at auction and converted into a road racing car. It originally had a metal nose assembly. In later years, as Craig sought to lighten the car, it received a later year fiberglass nose and hood and the inner fenders were lightened with multiple holes as can be seen in the photos.

One oddity I notice is that the oil tank cover is still retained with hex headed sheet metal screws. You will find them to be a self-tapping metal building screw as Craig's brother Doug was a distributor of such buildings and had given him a quantity of those fasteners.

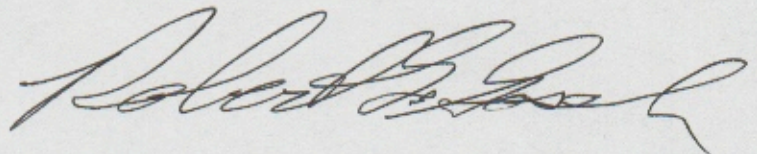
All of the fabrication on this car was done in a 2-bay body shop with limited equipment. Any brackets or body mounts like the radiator support were hand fabricated from common square tubing and gas welded. We didn't have any of the typical equipment or techniques commonly used on later cars.

This car was run several times at the 24 Hours of Daytona, which is the reason it has marker lights at the top of the roll cage for easier identification at night.

In 1979-1980, Craig built a relationship with Bob Carson of Peerless Machine & Tool Corporation of Marion, Indiana, resulting initially in small sponsorships and eventually the creation of Peerless Racing Enterprises, a new Team to run the Camaro and a Super Vee. The car and shop were moved to Indiana.

After Peerless moved up to the Kelly American Challenge Series in 1981, the old Camaro was set aside and stored in the Peerless Machine building until it was offered for sale. I personally delivered the car, spares and body molds to John Huber at his residence in a suburban neighborhood near Washington, DC. That is the last time I have seen this car until these photos.

Best Wishes,



Bob Gosch
P.O. Box 3803
Mooresville, NC 28117
704-662-0206 Voice
704-662-0216 Fax
gosch@bellsouth.net