

1969 Shelby Mustang GT350 B/Production SCCA Race Car Serial Number 9F02R480033

This car started its life as a Silver Jade C-6 automatic transmission GT500. The car was delivered to Hayward Ford on January 7, 1969. It was sold on August 28, 1969. Some time after that date the car was stolen and wrecked. The insurance company eventually declared the car totaled and the remains were purchased by ABC Auto Wreckers, San Leandro CA in 1971.

Jerry Lecatse was the owner of ABC Auto Wreckers. ABC was a well known wrecking yard in the Bay Area, especially for owners of Shelby's and Cobras. More than a few went through that yard and Jerry's ownership. He was also an active member of the San Francisco Region of the SCCA.

Shelby Mustangs were homologated as two-seater sports cars in 1965; the SCCA continued to recognize them as such even though the later Shelby cars seated four. Jerry's friend, Lee Fulton, had just recently completed a '69 Shelby for SCCA competition and it was approved to race in the B/Production class. Jerry felt 480033 was an excellent candidate to be converted to a race car to compete with his friend. In late 1973, using the current General Competition Rules as a guide, Jerry took a Boss 302 from another wrecked Mustang, fabricated a cage, installed the required safety equipment, switched to 15 x 8 wheels and purchased fiberglass body work from Maier Racing, Hayward, CA. He painted the car Grabber Green to match his street Shelby. According to the car's Log Book, Jerry successfully competed in Regional and National events from 1972-1975 in this car at Laguna Seca Raceway and Sears Point International Raceway.





Gordon and Nancy Gimbel, Roseville CA purchased the car from Jerry in 1975. They both used the car to attend the SCCA Licensing School at Sears Point and received their racing licenses at that time. Gordon and Nancy actively raced this car in SCCA Regional and National Events, NorCal Shelby Club and SAAC events through 1980 at Laguna Seca, Sears Point and Ontario Motor Speedway. Gordon used the car as a tool to advertize his high performance parts business, Cobra Performance, Sacramento, CA. During the Gimbel's ownership, the SCCA changed the car's class designation to GT1, the car acquired significant performance upgrades to keep competitive including a 351 Cleveland engine, 15 x10 inch wheels and large IMSA-type box flares again purchased from Bill Maier, Maier Racing, Hayward, CA.



In 1980, Craig Woodley, San Rafael, CA became the third owner of 480033. Left unchanged, he raced the GT1 car at Riverside International Raceway, Laguna Seca, Sears Point and Portland International Raceway. After a series of broken motors and most likely a lighter wallet, Craig put the car up for sale.



I purchased 480033 in 1982.



The car came with numerous spares....two engines, transmissions, brakes, rear ends....mostly unusable. So I stored the car and parts for a year or two while I saved enough money to restore the car back to what the Gimbel's had prepared. I moved the car to a shop in Los Angeles to start the restoration. Soon after, I received a telephone call from a friend early one morning. He told me to switch on the morning news program---there had been a race shop fire on the news.....yes, it was the shop where 480033 was. There had been 14 cars partially or completely destroyed. 480033 was damaged, but salvageable. Back into storage and the hunt for parts began anew.

After all the various legal and insurance maneuvering had been completed, I started again on the restoration of 480033. I had purchased most of the parts and also had purchased a donor car to help speed the restoration. In the mean time, I had purchased a property and shop on the Central Coast of California in Los Osos. A mutual friend introduced me to a retired hot rodder, Ferrari and race car mechanic who was living nearby in Cayucos by the name of Doane Spencer. Soon I was spending a considerable amount of time at his race shop he shared with an IMSA Porsche team; and learning about Doane's legacy.

I eventually convinced Doane to help me with my 'project'. The biggest obstacle in enlisting him to help me was his firm demand that the car was never to be called a Shelby Mustang. And have no visible identification as a Shelby. I promised him it never would. Doane had developed an intense distrust of Carroll Shelby after what he described as a hijacking of the Sunbeam Tiger project from him and Hollywood Sports Cars. So the car became a Spencer Mustang.

Using the existing fire damaged tub; Doane placed the car on a surface plate, squared the chassis, cut the front clip off of the donor car, covertly stitch welded the structure to 480033; designed, bent and installed the new roll cage out of 4130 chromoly tubing. He then started to work on the smaller fabrication projects – the upper and lower a-arms, the strut rods, the rear end; all the things that earned him the name of 'Mr. Gadget'. He made the Bud Moore Mini Plenum into an 'air gap' intake, because he felt it wasn't designed well.....then, he was diagnosed with Lung Cancer.





I lost interest with the project with Doane's passing and the car sat unfinished, in my shop, from 1995 to 2010.

During a friendly discussion about 480033, Rick Kopec, Director of The Shelby American Automobile Club, became the catalyst for me to finish the restoration. After numerous 'promptings' and many years, the project began again.

Dave Mani, Mani Motorsports, Hayward, CA had built several high quality Mustang race cars that had caught my eye. So I approached Dave, recounted the history of the car, the Spencer connection and asked him to consider taking on the project---after thinking about for a while, he came back with a resounding, YES. The car would be built in the spirit of Doane Spencer; with all the attention to quality and detail, all the special fabrication and all the gadgets Doane and I had discussed and planned.

It's been a rewarding partnership for both Dave and I. We discussed each step, sometimes on a daily basis, in the process of completing 480033. After fifteen months, busted knuckles and many trips to the powdercoater, it's finished. A tribute to it's racing history, past owners and Doane Spencer.





