



Parnelli Jones (L) visits Mark Moore (R) at his restoration shop.

Welcome to a new department called "Someone You Should Know"

In this column, we plan to introduce you to Mustang people that we think everyone should meet. These are fellow enthusiasts that, just maybe, many of us don't know or haven't yet met.

We begin with an MCA member from Southern California who has turned his love of Mustangs into a part-time restoration business. —Ed.

MEET MARK MOORE

Mark Moore was always interested in cars. In the 1970's he belonged to a West Coast Van Club and enjoyed the fellowship of the other members, as they attended shows and traveled together. In the late 80's Mark purchased a 1986 5.0L Mustang. One year, on the day before the famous Knotts' Berry Farm show, Mark took his family to the park and noticed all the activity going on in preparation for the next day. Remembering how much fun the Van Club was, he asked around about Mustang clubs in his area. He was referred to the San Diego Mustang Club. It took several years, but Mark eventually joined. Then he became an MCA member.

Mark recalled the days of his youth, growing up in Dallas. He was a newspaper boy, who had one street in particular that he

loved. There were two special muscle cars he remembered; one was a Super Bird, and next door was a Grabber Blue '70 Boss 302. His interest in Mustangs has never waned.

After many years as an auto mechanic, Mark started a wholesale cut-flower business. He and his family turned an old avocado farm into what Mark calls the "French-fries" portion of the floral industry. He grows and sells green floral arrangement fillers, Myrtle, mini myrtle, many varieties of Eucalyptus, and various other plants. He also has his restoration shop on the property.

As Mark became involved with the San Diego club, he got his car ready for shows. He thought he had a fairly nice ride, so he signed up to attend a show with some other members of the club. His first show was an eye-opener. After getting his car into position, he walked the show field and saw Mustangs with their hoods up, and as he gazed at the workmanship under these hoods, Mark got a good reality check! He looked at the cars registered in the Modified class and was very impressed. He thought, "I can do that." He bought a crate motor for his Fox Body Mustang, modified the car with new brakes, springs, wheels, and Cobra conversion kit. He lowered the car and says the engine compartment, "...looks like a piece of jewelry." One year later Mark was entering his modified Mustang into shows. He won awards at 28 shows in a row.

His interest then expanded to vintage Mustangs. In 1998, Mark purchased a

1970 Boss 302. It was an original California car. This was one of the deals we all wish we could find. Mark bought it from a lady who purchased it new in 1969. It was in good condition with matching numbers.

Mark tore the Boss apart, and spent the next three and a half years restoring it to Concours condition. He began showing his Boss and winning in his class. He was invited to show his Boss in the Pavilion at the Carlisle All-Ford Nationals (as shown in one of the photos). As Mark got involved with more Boss owners on the Boss Registry Web site (www.boss403.com), he met Steve Johnson, better known as G.S. Johnson, who was a friend of Parnelli Jones. Parnelli had never owned a Boss of his own, and had asked G.S. to find him one. The car found for Parnelli was run hard and modified, but it was the correct color and it was, most importantly, rust free. G.S. started the restoration. As they chatted online, Mark offered to bag and tag parts, and to help work on the restoration. Time was passing quickly and at another Knotts' show, Parnelli walked by Mark's Boss and Mark asked him how the restoration was going. Months later he received an email from G.S. asking if Mark was still interested in assisting with the restoration. Life had changed for G.S. and getting Parnelli's car restored was no longer possible for him. Mark took over the restoration in March of 2006. In June of that summer, he received a call from Parnelli asking if the restoration could be finished by the second week of November, as there was to be a Parnelli Jones Night at the Petersen

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Museum, and Parnelli wanted his restored Boss there. Well, Mark said sure, then got to work, doing in five months what took him years on his own car. Needless to say, the restoration turned out beautifully, and Parnelli's personal Boss 302 was on display. Mark's personal car graced the cover of Randy Leffingwell's hard cover version of *The Mustang, Forty Year History*. It has also made the rounds of magazine covers and features. This lent credence to the caliber of his work.

Mustangs by Mark is the name of his business that he runs, along with the floral

business; a strange combination but one that works rather well. Mark specializes in either a full restoration or under the hood restoration.

"I'm a sponge for Mustang information," Mark told me. He converses often with Charles Turner, Head Judge, 1st & 2nd Generation, whom he met through the Vintage Mustang Forum, and credits Charles with helping him learn all the ins and outs of Mustang restoration.

Mark states, "I love being the mechanic and working on cars. And I love Mustangs." Well, from the quality of his workmanship, it certainly shows.



Mark Moore's Boss 302 was one of the Invitational Cars parked in the Pavilion at a Carlisle All-Ford Nationals in Pennsylvania.



Mark Moore's two Boss restorations, his Boss (L) and Parnelli Jones' Boss (R).



Mark Moore's Boss 302 graced the cover of several Mustang magazines and books.