

Off-Center Rear Wheels - Plus 8

Judd Marten

From day one, when I got my Plus 8 from Bill Fink, I thought "the rear wheels sit too far forward, how can that be?" Tried to ignore it, without success. Then, after some years of driving around and bashing through overpasses in California, at the state's average speed of 85 mph, the car needed to have the kick-up in the frame fixed.

So, I met with Robert Couch, and asked him to do his fix, plus the rear spring teardown and lubrication which he wrote about in a recent NWMogazine. As per usual (as Robert pointed out) this problem was of my own doing: I had the Spax shocks set too low.

As Robert and I were looking at the car, he said, "While I'm in

there, I'll move the rear axle back about a half inch. It won't be perfect, but it will be a lot closer to center, and of course the car will sit lower with the frame fixed and some lowering blocks. It'll look right. Can you believe the factory lets these cars out the door with the rear end shoved that far forward?"

How is this corrected? By redrilling the spring perches. The prop shaft is long enough to accept the extra half inch. Any more than a half inch, to get it exactly centered, requires a new prop shaft.

Long and short, so to speak--the car now rides much smoother, sits lower, the back wheels look like they are in the right place, and the car has the right "stance," to me at least. When I look at any car, old or new, the stance has to be right. You know, the way the Porsche Speedsters used to look?

Highly recommended fix.

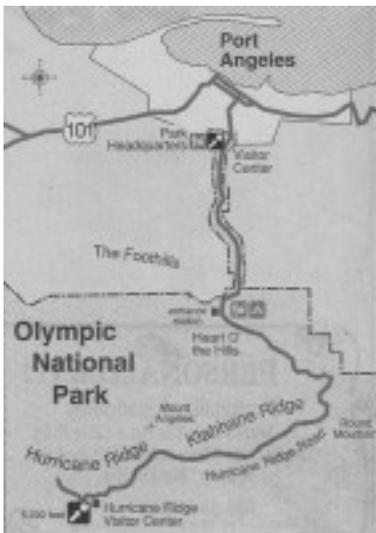
For Sale: 1960 Plus 4 2-Seater

Chassis up restoration in 2000 with engine overhaul. Since 2000, new rear leaf springs, Delco alternator, electronic ignition, non-Lucas starter, gemmer steering, disc brakes front, aluminium drums and Porterfield linings rear, new windshield and Sterne design wind wings, new tires and Dayton wires. Couch maintained and engine enhanced with "warm" cam proving about 122-125 hp. 3.33 rear end combined with Moss box makes easy cruising. Veteran of two trips to New Zealand (2004 & 2006) and Morgans Over America 2005. Color: MG A dove gray with Aston Martin blue wings. Price: \$32,750 for this well kept beauty. Bob Stinson 360-297-8590.



Hurricane Ridge Run Update

Keith Kretschmer



The drive is seventeen miles of ever changing scenery to the heart of the Olympic Mountains. The views are more spectacular on the way down, so don't give up on the way up!

Getting there from the north:

Take I-5 South to 104 West (Edmonds/Kingston Ferry). The thirty minute ferry ride often includes Orca pods playing. Continue on to Hwy. 104 through historic and worth a stop, Port Gamble, then across the

Hood Canal Bridge, 104 merges into Hwy. 101 to Port Angeles.

Before downtown Port Angeles you will see signs for the ridge drive, turn left at the stop light (Race Street) and up the hill to the ranger station park headquarters. It is worth a stop either going up or down. They have a great 20 minute film they will screen on request.

Getting there from the south:

From Olympia you can pick up Hwy. 101 North which travels along the Hood Canal.

From Tacoma you can cross the Tacoma Narrows Bridge (Hwy.) 16 north to Hwy. 3 north to the Hood Canal Bridge (Hwy.)

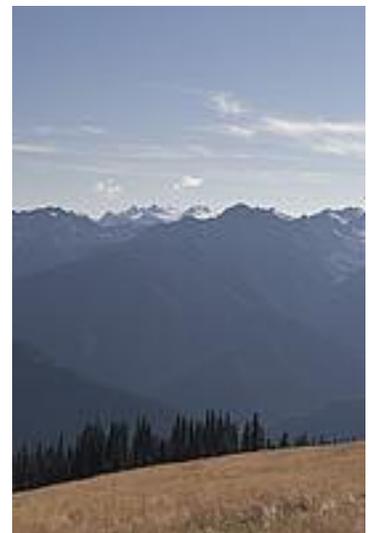
104 West) and on to 101 to Port Angeles.

From Bainbridge Island take Hwy. 305 North to Hwy. 3 to the Hood Canal Bridge.

KRETSCHMER B B Q

On your return from the ridge you will retrace your route through Sequim on 101 to mile marker 274 (markers are on the right or south side of the road). Shortly after the marker you will see signs for Diamond Point Airport on Diamond Point Road.

Turn left (north) and go four miles past the end of the runway. The third left, after the runway, is North Street. (1st left is West, 2nd left is Lupine and the 3rd left is North). Turn left onto North Street and proceed to 323, which is up a steep hill on the left of the dead end sign. If you get to the gated community you have passed 323, turn around. 323 is the second driveway (not paved). Park up the hill in the marked area and walk up. There is limited parking at the top and you could find yourself backing down.



There is an elevator from the first level to the upper levels for those who don't want to do stairs.

323 North Street (Eagles Ledge) has spectacular views of the Straits of Juan de Fuca and Mt. Baker. If it is very clear you can see beyond the San Juan Islands to the mountains near Vancouver. All the shipping from Seattle must pass our house and it often includes Naval ships and submarines.