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It's been a couple of busy months in the Register with the annual MGB Weekend in September and the Bloodhound Lecture and the Maintenance Day in October.

In fact, I've just returned from the Maintenance Day where we were treated to two excellent presentations on the front suspension and the electrical system components. **Frontline Developments** gave a demonstration of fitting Wedges to the front suspension and Danny Waters explained the mysteries of the electrical system. This year, we had 65 attendees – our best number to date. We had good feedback from people so hopefully everybody enjoyed the day. We have already had suggestions for next year so it appears people find it a worthwhile day.

Bernard Rengger's car was fitted with the Wedges. The following is Bernard's initial feelings after having them fitted:

"At the recent Register Maintenance Day Frontline fitted one of their Castor Angle kits to my MGB GT the aim being to reduce the Castor Angle to something more compatible with modern Radial Ply tyres. My MGB left the factory in April 1967 with 165 Cross Ply tyres but is now shod with 185/70Radials and in addition to give me more knee room I have changed the standard 16-inch steering wheel for a 14-inch. The combined effect of these changes has given me a car that goes around corners very nicely but at medium speeds 30–50mph the steering feels heavy as if I am wrestling the car round. The aim for me in having the Wedges fitted was to improve this aspect of the car.

Frontline fitted the Wedges in about 1.5 hours. To make life easier for the demonstration I had squirted WD40 onto the 4 bolts which hold the front cross member in place and the 4 bolts which hold the steering rack in place. The actual fitting involved undoing the 4 cross member bolts sliding in the Wedges between the cross member and the chassis rails and replacing the nuts with specially made locking nuts. The steering rack was then re-positioned using spacer washers and finally the wheels were re-tracked to take account of the revised castor angle.

So what difference have the Wedges made to the car? It feels no different at low speeds, parking, high speeds and cornering over 60mph which came as a relief as I was a little concerned the car might feel twitchy. However, when cornering at mid-range speeds the tendency for the car to feel as though it wanted to go straight on (I don't mean understeer) has gone and the steering feels both much lighter and more responsive.

I must emphasize these are non-scientific findings and relate to how my car feels and how I feel behind the wheel. I would also point out that I have nothing to do with Frontline and the Wedges were fitted as part of a normal transaction."

We have already started looking at next year's calendar so I can confirm the date of the Register's Spring Run as April 10. The start venue has yet to be finalised but as usual the route will start somewhere in the Abingdon area and finishing at Dyrham Park, which is a National Trust House in Gloucestershire. According to the National Trust handbook it is a baroque house set in a beautiful valley with gardens and rolling parkland with spectacular sweeping views – obviously not to be missed. As always, it will be advertised in *Safety Fast!* shortly.

Finally, all that remains for me to say is to wish you all a merry Christmas.