



MEWSLETTER 96

September - October 2010

Edited and distributed by Brian W Marshall,
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The Caribbean Cub, sometimes referred to as the Reef Cub, was designed by John Crosthwaite. It was built in the 1980's, by Reef Engineering on a Reliant Kitten chassis. The records have sadly been lost over the years so exact production numbers are not known. When Bob Neal, the R.O.C. Historian pressed John Crosthwaite on numbers, the best he got was that he thought it to be well under 300, possibly as few as 200. This example is owned by Terry Coke from Peregrin Springs, Queensland, Australia.

The Register caters for all the under 1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Rebels, Foxes, Tempests, Salamanders, Ciphers, Jimps, Asquiths and all other specials including the Liege.....



The Reliant Kitten Register

Rebel parts stock held by: - Adrian Hanwell

New Kitten / Fox / Rebel parts stock held by Brian Marshall

E-Mail info@kitreg.org.uk

Rebel alternative parts list contact: John Blagburn

E-mail: wirelessjohn@gmail.com

Kitten alternative parts list: **Situation vacant**. Contact the Editor to volunteer.

Fox alternative parts list contact: Duncan Bradford, 52 St. Phillips Road, Norwich, NR2 3BN.

E-Mail hidunc@ntlworld.com

Our Mutual Aid Spares scheme is run for us by Phil Hallam 4, Greenhead Holding, Stevenston, Ayrshire KA20 4JX

Tempest Registrar: Martin Seymour 19 Cedar Court, Churchfields, South Woodford, London E18 2QU

E-mail mseymour@freenetname.co.uk

Mewsletter pictures – should be sent to John Pearce at Toddbury Farm, Slapton Road, Lt Billington, Beds. LU7 9BP

E-mail john@atodini.co.uk

The Register is a member of the FBHVC, which monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads. Readers are invited to show their own support of this worthy cause by becoming members in their own right. Contact the editor for details.

It should be noted that opinions and ideas, information and advice printed in this publication are as recommended by our readers and others, and, while believed to be accurate and correct, such information is given in good faith, and it does not necessarily have the approval of the Reliant Kitten Register, and cannot be guaranteed by either the Editor, or the Reliant Kitten Register. Owners must satisfy themselves as to the suitability of any suggestions made within these pages, as no responsibility can be accepted.

Web page: <http://www.kitreg.org.uk> or have a look at <http://www.reliantkitten.co.uk>

Dinky Cars

RELIANT SPECIALIST

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Tel: 07958 246891

**SALES, SPARES, REPAIRS,
ENGINE RECONDITIONING**

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Welcome once again. I have just taken edition 95 to the printers, enjoyed a pub lunch with Brenda Dick and Brian, I am not sure if Brenda likes a challenge, or just to keep her life simple, but her brother, her partner and I, all share the same Christian name, so she has brother Brian, bearded Brian, and I'm not sure how she addresses her significant other!

Anyway it was great to see her again, and I now possess a Ferrari red 4 wheeled electric vehicle which enjoys a nil rate of road tax, and will enable me to do all sorts of local journeys that had become a bit of a challenge.

Keen to maintain the illusion that I am organised and thinking ahead, it occurs to me that we are less than a year away from a memorable, well I certainly hope it turns out to be a memorable, edition of this publication. (Yes of course I realise they are all memorable!) So, those of you, and I do know who some of you are, who have been thinking about putting pen t'paper or finger(s) to keyboard, and those who from time to time ask about deadlines, 9 months from now (well 8 or 7 by the time you read this!) I should be submitting our 100th edition to the printers. That'll be the end of June 2011 for that deadline then.

Due notice given, that edition should be going in the post just about the time of our next get-together – you are remembering to keep Sunday July the 3rd next year clear aren't you? Ahh, forward planning, don't you just love it?!

As you may be aware, while I am happy to recommend the internet group R3W, as a worthy source of information, I do not personally get involved – quite enough going on in my life without any further distractions. However, from time to time I am made aware of things that are said about me, and this Register, normally these comments are, I believe, constructive, flattering even, but some I have been made

aware of recently make what at best I can only describe as wildly inaccurate assumptions, figures reported as facts sourced or attributed to the Register by individuals who, though they have had contact with us, are not subscribers, which are at best misleading. I have no intention of trying to police the internet, suffice to say if you don't read it in here, please don't assume that anything said about the Register, or facts or figures attributed to it anywhere else, has more than a grain of truth to it. If you want facts about us, the cars, spare parts, or our activities, just ask me.

Well, it is now less than ten days since I posted the last edition, this one is already 32 pages long and growing by the day, so much so that I am considering holding the BRM O.H.V. engine article back till Christmas.

Remind me to discuss the merits or otherwise of fairly major – and we need to define what that means – suspension design changes. This has come to light as a couple of people have not only made and fitted adjustable front struts to their Foxes, but in one case at least, are selling them. That individual is not a subscriber, but as I understand it the mod is solid, fixed to both the chassis and lower wishbone by rose joints, has no rubber or poly bushes at all, and I don't know if it is wise or safe to introduce movement between suspension components that were never designed to work in that way. Watch this space.

On a more positive note, and please do not let the information deter you from writing to me, but suddenly I have more input than I know what to do with – truly a joy – but I need to make decisions now about what to keep back till next time!

On the new subscribers front, the most recent two both live in England, both have Kittens which used to reside in Scotland, both of which have interesting histories, one actually belonged to us over a decade ago, the other you may know as the "Kittivan", which provided Tom Hyam from the Leeds area with reliable transport from mid 2007 till last month when the MOT man got a bit carried away. Ron Stowell having done extensive cosmetic work on it after my friend Mike Cowie spent a lot of money on it mechanically in 2004 / 5. All good news and augurs well for the future of both cars.

Ed.

~~~~~

## The Rebel in me... Part Two? (1a)

A tale in numerous parts by Colin Barr

## Old number three update

*(by Brian!)*

Colin has been distracted by my niece and her man Mark, who are renovating a 1930's house ahead of moving in, like all such jobs there is always more to it than first meets the eye! Ceilidh, my niece, in her innocent youth, really thought that rewiring, installing new central heating, fitting a new bathroom and kitchen, and fireplace, new floors etc, could be done in a month without using outside contractors, she is getting wiser by the week!

Meantime Colin did take a day off one sunny Sunday in August and took me to Biggar, one of the bigger classic car shows in Scotland, that I had never been to before. The sun shone, I met many old friends, and the Rebel attracted a lot of attention. A great day out, read on.



The Rebel took Colin and I to a long established Classic Car Show on the Scottish calendar at Biggar, just about 25 miles from its shelter in Law in August. It was the first time I have ever been there, in spite of many people telling me over the years that I ought to make the effort. The event is on grass, has a bit of a reputation for poor weather, indeed the previous day at South Queensferry, where I was privileged enough to enjoy the passenger seat in a very nice Jowett Jupiter, I had assured Lyn Prentice that she would need her sun cream on the Sunday at Biggar, and she assured me that I would need my broly and wellies – I turned out – for once – to be right, even in black and white you can see the shadows!



Javelin and Jupiter at the dentists! (yes, it was that Jup I was in the previous day)

We were parked beside an Austin A30 which had wheels the colour the Rebel's ought to be, and I decided there and then to address that situation as a matter of priority.



Colin meantime went off in search of matching door handles and window winders. The Rebel had 2 plastic ones, one of them broken, and 2 metal ones which didn't match each other! That was duly rectified with a nice set of matching period metal ones. They were a shade short, especially the window winders, but the price was right, the condition good, and they matched – little things I know, but progress nonetheless!

The matter of who should pay for the maintenance and upkeep of the car has been a matter of some frustration, particularly to Colin I know. Robert intended the car to effectively be the club's, and myself to be the preferred custodian. Now Robert, like Colin and I, belong to both the Reliant Kitten Register, and the Thistle branch of the Reliant Owners Club. In my desire to help out, I must confess that I didn't give the matter much thought, what with my old BX 'Sammy' breaking down the day we were collecting the Rebel, within less than a week of me scrapping my 'spare' BX, and the atrocious weather that day, and last minute changes of plan, really the fine details were not at the forefront of my mind. The main concerns of the day to collect the car(s), remember we were collecting Colin's 'new' car from the borders that same day, and get home!

A secure future for the Rebel being, I was at the time, and remain, confident, being assured.

Personally I do not have the resources to run and maintain a third car – truth be told Moira has recently started some part time work to finance keeping her car on the road, so the financing of any improvements that the Rebel is going to enjoy, will need some thought and consideration.

When it was 'just' a matter of labour, Phil and Colin have both put in a lot more hours than I have, thank you chaps, not to mention my good friend John Sinclair who has helped with electrics (he is both local, knowledgeable, and has a big well equipped garage!) . But we are at the point where money needs, well, wants to be spent on the car. A new exhaust, and since it will be specially made, we might as well have it in stainless steel. And you just know that will involve new manifold to downpipe studs and nuts, don't you? The good news there is that the Thistle Branch Committee have kindly agreed to pay for most of that work, all I need to do now is prepare a good manifold, with new studs, (which I have here thank you Dennis) fit it, and find a relatively local firm who can make an exhaust system in an appropriate diameter of pipe – watch this space.





Alex Tanner's tidy Reef Cub, August 2010 at Sparkford.



Bob Neal, one of our readers and the ROC's Historian, deserves thanks for providing me with details about these vehicles which I will summarise here.

Designed by John Crosthwaite, who at one time was Reliant's chief engineer, the Cub was only built in small numbers, between 250 to 300 believed made.

Popular in Barbados and the Seychelles as a hire car (unlike the Mini Moke, the Cub does not rust thanks to its fibreglass body).

Reef Engineering of Litchfield, who made the Cub on Reliant Kitten running gear, sold it either as a kit (with no glass, seats or instruments) for under £600, or you could have a complete (unassembled) vehicle.

One good selling point was that the Cub had a lockable boot.

They even offered a conversion kit for just under £1,500 to make it possible for you to convert a Reliant Robin into a Cub! Not only that, but they also did a pick-up version called the Cob. (See below)



The company even experimented with a 6 wheeled version, sadly the only 2 prototypes are believed to have been scrapped.

A later version used the Kitten rectangular headlamps, while most, we believe, had the round units used on the Regal and Rebel.





As regular readers may recall, I get frustrated (preaching to the faithful I know) but frustrated none the less by people who, in my eyes, “use” us, and abandon us. There are a – small – number of what I would call serial offenders ‘out there’, and they cause me more than a little frustration.

Sometimes I feel completely conned – not always ‘their’ fault, perhaps I am guilty of failing to keep my rose coloured spectacles in their box, but every now and then I get a call from a new owner who needs help by the way of advice and or parts to keep or return a car to use – obviously we do all we can to help keep the cars on the road, and hope the people involved do, what in my mind is the right thing, and subscribe. If I know that is unlikely (a gut feeling test, not always reliable) they will pay a hefty surcharge on any parts we supply – why should those who don’t, for whatever reason, chose to subscribe, benefit from the generosity of those many of you who annually donate to the spares fund?

Anyway, blood pressure returning to normal, I often feel that Kittens are a bit neglected within these pages, and the following communication was received recently from one such individual, who, having led me to believe he was an enthusiast, got the car he had recently acquired (rescued if you believe him, and there may be more than a grain of truth in that I grant you), on the road, to promptly put it up for sale on the internet – didn’t even give us the opportunity to advertise it for him! :-

On August the 23<sup>rd</sup> the following arrived.... Hi Brian, the kitten attracted a lot of attention, with well over 80 watchers and 25 days left to run on the advert. At first I thought the kitten was on its way to

the Isle of Man until a chap from Malton in North Yorks came in with the asking price, a deposit was taken in order to retain the number plate. The buyer seems very keen on becoming a member of the Kitten Register, so the info you sent will be passed on. I have enjoyed our little chats and if I come across another kitten/ fox etc no doubt I will make an offer. Keep up the good work, If you do a write up on the adventure of MEG 710P and its onward journey a copy would be much appreciated. I think the kitten would have died at Whitby Tyres had I not rescued it, regards Dave.

*So, the story may yet have a happy ending from the Register's point of view, indeed one can argue that it already has, as a car that was off the road facing a less than certain future, is now MOT'd, thanks in part to bits we supplied, and will soon be on its way to a new custodian, albeit bereft of its numberplate, which Dave believes to be worth over £1,000, is it me or he who is detached from reality?*

Ed.

Still on the internet, I received a communication this morning 1<sup>st</sup> September, from Gerald Jennings, it was through Duncan's Fox and Kitten web group, who I must admit I had not heard from for a while, it was relating to the wisdom of keeping really useful information in your mobile phone, you know ICE? No, not the method of propulsion of your car (Internal Combustion Engine – ask your dad or grandpa for a look at his old log book, brown or green) O.K., from the top :-

## **Subject: Important message**

### In Case of Emergency'

Apparently this is now a standard procedure all paramedics follow at the scene of an accident when they come across your cell phone.

**ICE - 'In Case of Emergency'** We all carry our mobile phones with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends.

If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this **'ICE'** (In Case of Emergency) Campaign the concept of 'ICE' is catching on quickly. It is a method of contact during emergency situations.

As cell (mobile) phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name 'ICE' (In Case Of Emergency).

The idea was thought up by a paramedic who found that when he went to the scenes of accidents, there were always mobile phones with patients, but they didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognised name for this purpose. In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialing the number you have stored as 'ICE.'

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc. A great idea that will make a difference! So, let's spread the concept of ICE by storing an ICE number in our Mobile phones today!

Please pass this on till everyone about it. It really could save your life, or put a loved one's mind at rest.

ICE will speak for you when you are not able to!

Of course you all knew that and have it on yours, don't you?

So, I replied – briefly, as follows :-

*Thanks for that – highlights a shortcoming in my communication skills – I did that years ago, but clearly failed to do everything possible to pass the idea on – will address that in next mag, just posted the current one yesterday.*

Anyway, he followed up my reply thus :-

Don't worry about shortcomings. I didn't even know your email was in my address book!

Gerald

[illegible]

September 2010

I replaced, clutch, alternator, tyres, battery and leaf springs.

Only sold it because of the rather long advisory list after the last MOT.

Any more info you need let me know.

Regards, Tom (Hyam) No. 739

## Fox Anti-roll bar

As seen in the picture below my anti-roll bar needed attention due to the perishing of all the rubbers.

New brackets were fabricated from BMS strap a tad shorter than bush to compress the bush (old strap and bush in front, new at the rear) and new, alternative, links were also obtained.





The stabiliser links (ebay) are for Vauxhall Astra/Calibra/Vectra fronts at £9.38 Inc P&P a pair.

With a search, we find the part numbers match several other vehicle makers fitments (same part nos) but costlier (make of that what you will!). Bushes are (ebay) Escort MK5, 6 & 7 Fronts at £8.95 a pair Inc P&P.



A close-up photograph of the rear axle assembly of a vehicle. The image shows the axle tube, differential housing, and suspension components. The axle tube is dark and shows signs of wear. The differential housing is a large, cylindrical component. The suspension components, including the shock absorber and coil spring, are visible. The background shows a white vehicle and green foliage.

I just need to find some suitable replacement poly bushes for the front of the wishbone tie bars to chassis now!

Les Smith – Ashford No. 378

~~~~~

Dear Brian,

We need to educate the young people properly! If like me you went to school when the Government decided to move away from imperial measurements and move to SI units then one year later moved to metric just before I took my O levels, you will be as twisted as me - I measure in both imperial and metric, but have to convert into imperial to visualise the size. Anyway, I've become a measurement conversion master (decimalisation was a breeze).

Regards Phil

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My thanks to the FBHVC for the following on LED lighting

The benefit of using LED bulbs to replace traditional filament bulbs is that they give a better light and use less power than the conventional bulbs they replace. They also last longer. A recent article in Classics Monthly has hinted that the use of such bulbs may not be legal if they do not carry an e/E mark to show they have been type approved. The paragraph that follows is an updated summary of an article that appeared in FBHVC's newsletter in April 2005.

Regulations normally require that replacement vehicle parts be type approved (e/E-marked), but this does not apply to those vehicles that were in use before the relevant European regulations were in existence.

Research into the Road Vehicles Lighting Regulations (1989), its schedules and six subsequent amendments reveals that the regulations for each type of lamp assembly (including bulbs) differ. For vehicles first used prior to 1972, no lamps need to be e-marked. For vehicles made between 1972 and 1974, the front lamps have to be e-marked while for those made between 1974 and 1986, the indicators do not have to be e-marked, but most other lamps do.

Where lamps are not required to be e-marked, the normal requirement in respect of power is simply that the lights should be visible from a reasonable distance and angle, but in the case of stop lamps, a power range of between 15 and 36 watts is specified, so replacing a 21 watt stop lamp bulb with a 2.5 watt LED bulb would (theoretically) be illegal even though the light emitted may be clearer. But who is going to know?

So now you know! Ed.

~~~~~

## Technical times

**Fox front tie Bar Bush Replacement.**  
**Another 5 min job! (NOT)**

After obtaining my replacement poly bushes for my Fox I set about replacing them and as usual after talking to Brian, Keith & Duncan (who all gave me some helpful information) I decided on the following. in the end.

I have to admit that at first I had an age issue for a day or so (I Had My Wrong Head On) but was lucky enough to find the right one again later!

Needless to say the hour spent removing a stuck wishbone to tie bar bolt with a previously mangled head did little to convince me this was as told to the wife “I will just be in the garage for a short while” job I had started!

Both the tie bars were different, the lower (off side one) having a much beefier stud which I assume was a later one fitted as a replacement, or a repair effected by a previous owner.



**DIFFERENCE IN STUD THICKNESS  
LARGER MODIFIED ONE BELOW**



The front bushes I assume were non original where the nuts and washers had cut into and sunk into the bushes. The rear bushes (lower) appear original.



**OLD BUSHES REMOVED FRONT ONES ABOVE. REAR BELOW**

On the rear bushes steel-bearing cup washers (below) were fitted one with a distorted centre hole (right below). "Shunting," maybe as mentioned later.



The thinner tie bar stud had thread wear due I suspect to shunting with the to & fro motion due to being either too loose or due to worn bushes.



On one of what turned out to be many trial fits it was also found that direct bush replacement was not as straightforward as I had hoped (wished). It should be noted all testing and refitting was done with the full weight of the vehicle resting on the ground.

- 1) For a start as the new poly bushes do not compress as much as the rubber ones so the stud does not come through the front bush so much. This means the nut is close to the end of the thread and should it decide to unwind, the only way to go is off!
- 2) The new bushes are also a lower profile so it was found on an initial fit to get the rear bush to start to compress this would have resulted in the tie bar pulling against the lower wishbone.

It was obvious once again that this was not the easy quick job anticipated. Both tie bars would now have replacement 4" X 1/2" UNF threaded longer studs fitted pinned into each tie bar as recommended by Keith (Gittus), who was good enough to send me some spring pins. So two HT 4" Bolts were cut back and threaded up for the tie bars and fitted after drilling and rethreading the thinner stud tie bar for its replacement larger stud.



Next, the bushes, which as can be seen, are thinner than the originals.



The re-fitting method I used was to fit the tie bar and tighten it up checking against alignment of the tie bar to wishbone securing bolthole. The bush thickness difference misaligned the bolt hole when tightening, pulling on the lower wishbone before the back bush compressed. A 3mm thick shim washer was found to make up the bush thickness difference.



It was decided to use the shim washers behind the rear bush slightly changing the set up and recovering the original set up distance. As the old rear rubber bush steel cup washers would not be used with the poly bushes. The refitting order would be along the lines advised by Keith with the poly bushes next to both chassis sides located into the chassis cups.

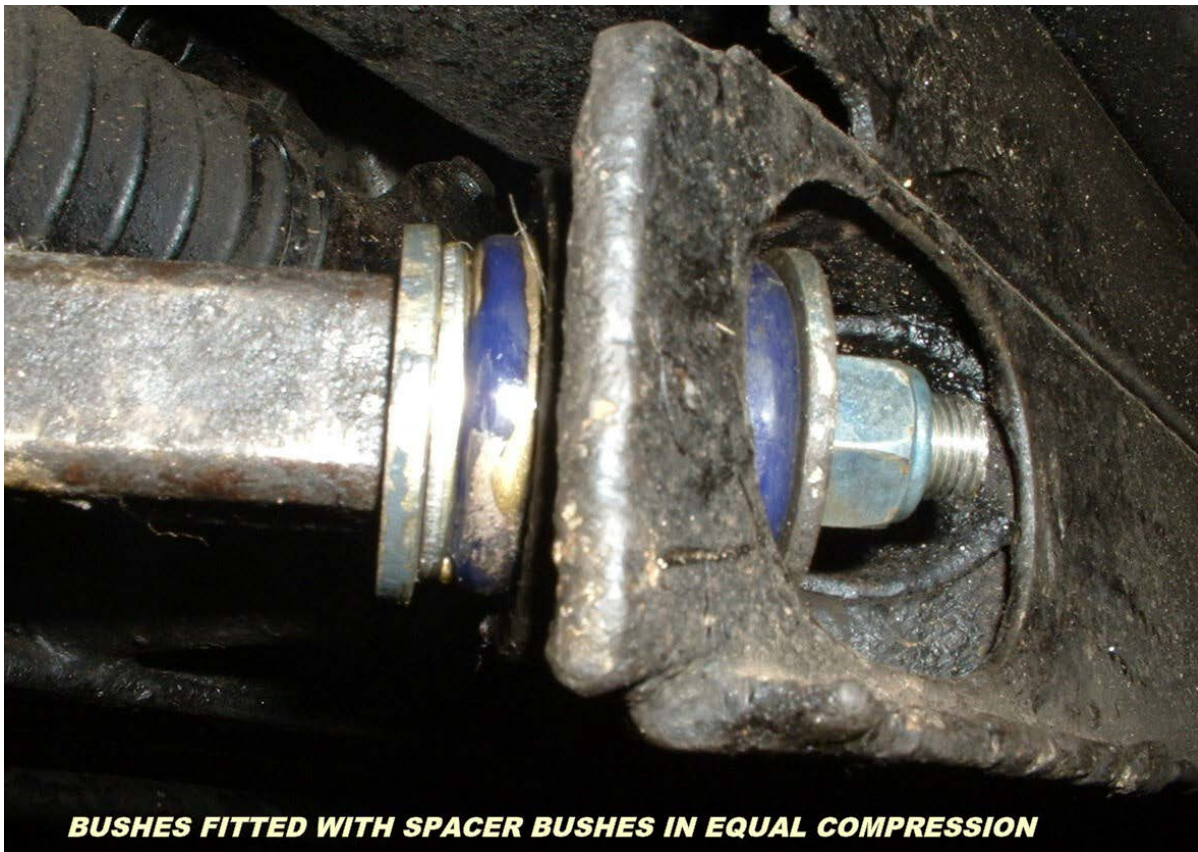


The new order would be with the 3mm shim washer behind the rear bush.



For final fitting (at last) and with the vehicle still resting on the ground. The tie bar wishbone end was laid in position in the wishbone arm, the front nyloc securing nuts were tightened until front and rear bushes were under slight equal compression.

The tie bar to wishbone securing bolt each side was then tested for fit and lined up with its hole, so no pulling was evident now on the lower wishbones.



The wishbone ends of the tie bars were then flicked out of the wishbones and up & down movement of the tie bars and flexing of the bushes tested with the compressed bushes. This appeared to be fine for movement and with no undue strain. Finally the tie bars were replaced into the wishbones and bolted into position with the tie bar to wishbone bolts.

A road test then out to one of my sons' garage some 20 miles away for a tracking check, over some really rough ground and pot holes followed by a final settlement check and any tighten up of nyloc nuts as required, revealed no change in the tracking.



*This edition's distraction :-*

A college class were told they had to write a short story in as few words as possible, the story had to cover three topics – Religion, Sexuality and Mystery – the only A plus story of the whole class is reproduced in full below :-

“Good God, I’m pregnant; I wonder who did it.”

~~~~~

Parts

When is a part not a part? Brian Revill, our man from just off Junction 25 on the M1, (and NOT the person mentioned on pages 4/5) has made and fitted these struts to his Fox chassied Kitten.



The second picture, though not quite as sharp, gives a better view of the second grease nipple.



~~~~~

Speaking of parts, Phil tells me of two things regarding cylinders :-

For the really worn out people Westwood Cylinder Liners do a set of +.20 pistons and liners for an 850 for £225 +VAT and can be found on [www.westwoodcylinderliners.co.uk](http://www.westwoodcylinderliners.co.uk)

For people with only slightly worn bores there is a product by a UK company XADO UK which is said to renew bores. I've not used it, but it seems to have tuv accreditation.

I was saying to him in my reply this morning that of course we can still get what I believe to be standard sized new sets of pistons and liners for £240 delivered, mind you with vat going up at the end of the year that will no doubt change!

~~~~~

Sales and Wants

Hi Brian, just wondered, if you could be so kind as to advertise my Rebel 750 Estate (van with side windows) (aka Bertie the Rebel) Needs restoration, but not too much work, for somebody with time and suitable tools and knowledge. Solid chassis, and body, in fair condition, but paint is flaking quite badly. As I also have and use my Kitten regularly, I doubt I would need the use of the Rebel, and it is a shame to be sat in the garage, when somebody could enjoy owning it. Cost is £400, which includes a new Petrol tank (needs fitting). E-mail: kevhallett@yahoo.com



Kevin Hallett's Rebel

Hi Brian, I've just acquired a load of brake shoe retaining parts i.e. the spring cup and pin for the front and rear brake shoes. Rears are £4.65 per complete axle Fronts are £5.25 that includes postage. Fronts have 4 extra cups. Regards Phil .

3 Part stainless steel Kitten / Fox exhaust system £180 including VAT
Gaz adjustable front shocks Kitten / Fox £180 pair inc VAT
Solid front Fox tie bar £35 each Call 07958 246891 Steve

For Sale 1984 Reliant Fox custom Van / Pick up. Blue. Stored 3 years, no tax or MOT. 87,000 miles, complete vehicle, does drive. £400 no offers.

What is for sale: 3 Ciphers

VWK342X, White/Black Cipher, Reliant build prototype, complete but dismantled, rebuild chassis.

TKV648W, Red Cipher, Reliant build prototype, some damage to front but easy repairable, Car needs full rebuild including new windscreen but otherwise complete.

B387VOU, Green Cipher, build by Stevens, car was in good order when dry stored 8 years ago

We prefer to sell the cars together and open to SERIOUS offers, please understand these cars are unique and need much work... Very reluctant sale. Kind regards Thomas Touw: info@thomast.nl

Peter Heming has a full Kitten Parts List in excellent condition as every page was kept in clear plastic covers. It is available for a sensible offer plus carriage.

Epilogue

O.K., things to remember, oh sod it, I am now on version "H" of this edition, yes I start at "A", normally end there too! Either I am losing my touch or this computer is out to get me!

Important stuff – our get-together next July, the third, keep the date clear if you want to join us.

Christmas mag deadline November 19th, somebody asked!

As ever my sincere thanks to those who contribute, and to those who write to me and never see their letters in print my apologies, I'm not ignoring you, but do have to make decisions, I quite accept they may not all be right, but it is essential that I make them.

Keep on keeping on, and do, please, lubricate things.

Till next time take care.

Brian

*Resin
Rockets*

Reliant engine tuning for economy or whizz, not quite halfshaft breaking torque, but optimising the Reliant 850 so that its full potential is achieved.

—<—

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