

OTTAWA
VALLEY
LAND
ROVERS



March 2009

www.ovlr.org

Volume XXVI, Number 3

The Maple Syrup Run is coming!



PHOTO CREDIT: P. MCGOUGH AND S. KING



PO Box 478

CARP, ONTARIO CANADA K0A 1L0

General Information

Ottawa Valley Land Rovers is the oldest and largest Land Rover club in Canada. Membership is open to all Land Rover enthusiasts. Executive meetings are held on the first Monday of every month. Social meetings are held on the third Monday of every month, generally at the Prescott Hotel on Preston Street.

OVLRL offers a monthly newsletter and a variety of activities throughout the year, from mechanical seminars and off-road rallies to social events and family oriented outings. Members receive discounts on parts from a number of North American suppliers. Off-road activities come in several categories. The light version, which is usually entertainment during a rally or at one of our family summer events, consists of a little "mud bogging" or tours along country lanes. The heavy stuff, which is usually several days across public lands navigating by compass, topographical maps and aerial photos, involves bridge building, river barging, and driving conditions ranging from cedar swamp to rocky hill winching.

Membership: Canadians joining throughout the year pay \$45 CDN per year, Americans and others pay \$45 US per year (discounts available if you receive newsletter by email). Membership is valid for one year.

Radio Frequencies

VHF 146.520

CB channel 1

FRS channel 1 sub 5

SW 14.160 MHz

OVLRL/Land Rover HAM:

14.160Mhz @ 01:00GMT Tuesdays

Online

<http://www.ovlr.org>

Any ideas for the web site please contact
Dixon Kenner

Land Rover FAQ: <http://www.lrfaq.org>

OVLRL Forums

Please see:

<http://www.ovlr.ca/phpBB2/index.php>

OVLRL Executive and General Hangers-On

President

Peter McGough
mcgou@msn.com

Secretary-Treasurer

Dave Pell
djpells3@yahoo.ca

Events Coordinator

Your Name Here
could you help out?

Off-road Coordinator

Kevin Newell
newellandscott@rogers.com

Past-president

Jean-Leon Morin
morinjl@sympatico.ca

Club Equipment Officer

Andrew Finlayson
andrewf@xplornet.com

Archivist

Your Name Here

Auditor

Christian Szpilfogel
christian@szpilfogel.com

OVLRL Marshall

Murray Jackson
mjackson@igs.net

Returning Officer

Bruce Ricker
b.p.ricker@rogers.com

Executive Member-at-Large

Andrew Jones
andrewjones@ripnet.com

Merchandising Coordinators

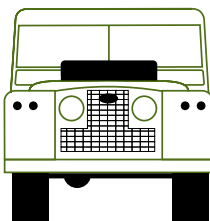
Gabrielle Pell
designergabe@gmail.com

Webmasters

Dixon Kenner, Ben Smith, Bill Maloney
dkenner@fourfold.org

All British Car Day Coordinator

Dave Pell / JL Morin.



OVLRL Newsletter

ISSN 1203-8237

The OVLRL newsletter is published twelve times per year for club members. The editor welcomes submissions of text and photographs for publication.

Submissions: Articles and photographs may be submitted to the Editors, Terry King (tking@sympatico.ca) or Dixon Denner (dkenner@fourfold.org) or via post to the club address. Please include photographer's name, captions, identifications of people and vehicles, and a return address if you want the photos back. For the best reproduction of photos, use the highest resolution possible. Do not include photos in the text files.

Advertising Information: \$35 CDN for 1/4 page ad, must run for minimum of three months. Free ad space is provided to members.

Deadlines: Submissions to the OVLRL Newsletter must be received by the 15th of every month for inclusion in the next month's newsletter. All items submitted for publication should be legible and signed. Names may be withheld at the request of the writer. This is your newsletter. If you wish to write anything, we welcome your input of any kind.

Editorial Policy: The Editor of the OVLRL newsletter reserves the right to edit any submitted material for space and content considerations. Articles, statements and opinions appearing in the OVLRL newsletter do not necessarily reflect the position of the officers, board of directors, members of the OVLRL or its sponsors or advertisers. Where specific data regarding operation, safety, repairs or legislation are concerned, you are advised to obtain independent verification. The Club, officers, and contributors can accept no responsibility for the result of errors or omissions given in this newsletter or by any other means.

Copyright: Pursuant to the Berne Convention, no portion of the OVLRL Newsletter may be reprinted without written permission of the editor. Copyright is held by the author of articles or photographer and the balance held by OVLRL. Where permission is granted, citation must include month and year of the OVLRL issue.

Newsletter Content Editor:

Terry King
terrycking@rogers.com

Newsletter Production Editor:

Lynda Wegner
lwegner@synapse.net

Production Assistance:

Bruce Ricker
b.p.ricker@rogers.com

Beneath the Bonnet

OVLRL Calendar of Events.....	3
President's Message BY PETER MCGOUGH.....	4,
OVLRL 25th Anniversary Scrapbook—Chapter Ten BY MIKE MCDERMOTT.....	5-8
Calabogie Trail.....	9
Social Notes	9
The First Hurdle is Admitting You Have a Problem BY JL.....	10-11
Classifieds	11
OVLRL Wedding.....	12

Hey man, what's going on?

OVLRL Calendar of Events

Socials:

Socials are held at the Prescott Hotel on Preston St., Ottawa, the third Monday of every month at 7:00 p.m.

Executive Meeting:

Executive meetings are held on the first Monday of the month. Please contact Peter McGough for location. email mcgou@msn.com

Notices:

- April 5 Welding Workshop – see page 11
- April 19 Maple Syrup Run, Shawville, QC
- April 19 Ancaster British Car Show & Flea Market, Ancaster, ON. www.ahcso.com
- April 26 Boot 'n' Bonnet Auto Jumble, Portsmouth, ON. Contact: Richard Woodley at 613-967-0267 or rlw@magma.ca or www.bootnbonnet.org
- May 31 Beaconsfield British Car Show www.hudsonantiquecarclub.com
- June 7 Byward Market Auto Classic, Ottawa, ON. Contact: Jody at 613-562-3325 or events@byward-market.com. Pre-registration required.
- July 11 All British Car Day (ABCD), Ottawa, ON. www.britishcarday.ca
- July 19 Brits in the Park: The Classic British Motor Event, Lindsay, ON. www.victoriabritishcarclub.com

President's Message

BY PETER MCGOUGH

A busy month for Land Rovering.

Last month I mentioned that we had been approached to see if we could work with the folks at Calabogie Motorsports Park to review the potential for an off-road component of their 1200 acres could be developed. Robin Craig and I took the opportunity, in early March, to explore some of the terrain. It was the first time on an ATV and I think I will stick with the products from LR!

The potential of the site is enormous with a huge variety of terrain that could be used for all the likely off-road driving and training possibilities. The mixed forest area is punctuated with gravel bed creeks and ponds as well as the usual mud-holes. Steep shale and rock inclines were observed as well as a steep sided sand pit. In parts, the transmission line rights of way reminded me of the areas adjacent to our traditional BP site and the land is owned by Calabogie Motorsports Park and so additional permissions are unnecessary. Additionally the Park is adjacent to huge tracts of Crown Lands and the famous KP trail. Calabogie is a nice village with lots of accommodations and services.

We need to get back to the Park organization as to how we can contribute to the development of this facility and what we in turn would expect to receive for our contribution, be it by way of preferred access or discounts, etc. I see that we will need two stages of contribution, one to survey and blaze trails and secondly for ongoing maintenance. Prior to responding to the Park, I need a very specific commitment from members that they are willing to put the time into this project. I do not want to damage our reputation by giving a commitment and not following



President Peter McGough

through. This is going to be a major discussion at our next Executive meeting and I invite all interested to attend. The Exec meeting will be at the Cheshire Cat at 6:30 pm on Monday April 6th.

Robin Craig has kindly arranged to have the safety inspection and subsequent repair of the Kitchen Trailer done. With its new hitch and tires it will be ready for yeoman service at the Maple Syrup Run at Vern and Linda Fairhead's sugarbush in Shawville on the 19th of April, weather permitting

I had a good time at the well-attended Social last month and want to inform members that the next Social has a location change, at members request, to the Cheshire Cat. So Monday, April 20th at the Cheshire Cat in Kanata. It will be a good location to tell Maple Syrup stories.

In other fettling news: the Range Rover is stripped of its pesky brakes and new solid and flexible lines are being installed as well as stainless steel pots in the calliper pistons, the saga of my winch fitting will be relived later, on the Disco front I must get round to replacing all the bulbs in the dashboard. Note to self. Always video the disassembly of plastic LR parts built after 1988 as clearly the thought process of the engineers who designed it is at a higher level of consciousness than mine. Shaping up to be another blower motor story.

*Peter
mcgou@msn.com*



OVL R'S 25th Anniversary Scrapbook—Chapter Ten

Stick Handling through the Issues

ARTICLE BY MIKE MCDERMOTT

Now, where were we?

Oh yeah. It was the beginning of 2003 and we were looking at major changes in our far-flung family.

Our newsletter had been revamped under new management after disagreements, fatigue and frustration had resulted in several missed issues. Membership, which had topped 300 a year before, was falling and new leadership was working to fill the gaps left by experienced officers who had taken their turn and moved on.

Kevin Willey had been elected president the year earlier amid on-going discussion by many about what to do about dropping membership, exhausted officers and reluctance of many local members to get more involved.

While some members felt the membership decline—mainly from the US—was a direct result of the change in newsletter content after Dixon resigned as editor, others felt it had more to do with the club's

Land Rovers line up for the portapotty upon returning from a particularly hard kidney-bashing run at the Birthday. (2004—photo: B.O'Hara)



evolution as distant members began looking inward at their own needs.

Shannon Lee Mannion, newsletter editor at the time and someone who had spent many years writing about motor sport clubs in Ottawa, felt it was all part of natural maturing for the club:

“OVL R is unique in that it has lasted so long”, she said recently. “Most clubs are started by a few enthusiasts, last several years, then run out of people to do the organizing and disappear. OVL R has always had a strong base in Ottawa with good numbers and enough people willing to do the grunt work.”



A sweet-looking Series does its best to avoid the deep stuff and stay clean as it tiptoes around the dirty bits during the 2002 BP.

“Successful organizations constantly evolve to meet the changing needs of their members,” she said. “But there comes a time, especially if the organization continues to grow and attract a wide-spread membership, that it begins to lose relevance for some.”

(continued on page 6)

“Even though OVLR started as a local club, it attracted most of its membership from far away, Toronto, all over the US,” she said. “Eventually, they’ll start thinking of a club of their own. That’s why they (successful clubs) grow and spread and become other local clubs.”

03’ was dubbed “The Year of Recovery” and the exec focused on improving the operation of a local, activity-based club. Emphasis was focused on proven successes like the annual Sugar Bush Run, vehicle tune-ups and the Christmas and Birthday party celebrations.



A friendly Freelandier wearing its best racing slicks for the day's outing gets little help from its ...well, you know the rest. (2003 BP)

Off-road activities to local haunts like Larose and Marlborough Forests and the Carp Ridge trail were increased as were inter-club events with other local groups like the Eastern Ontario Trail Blazers.

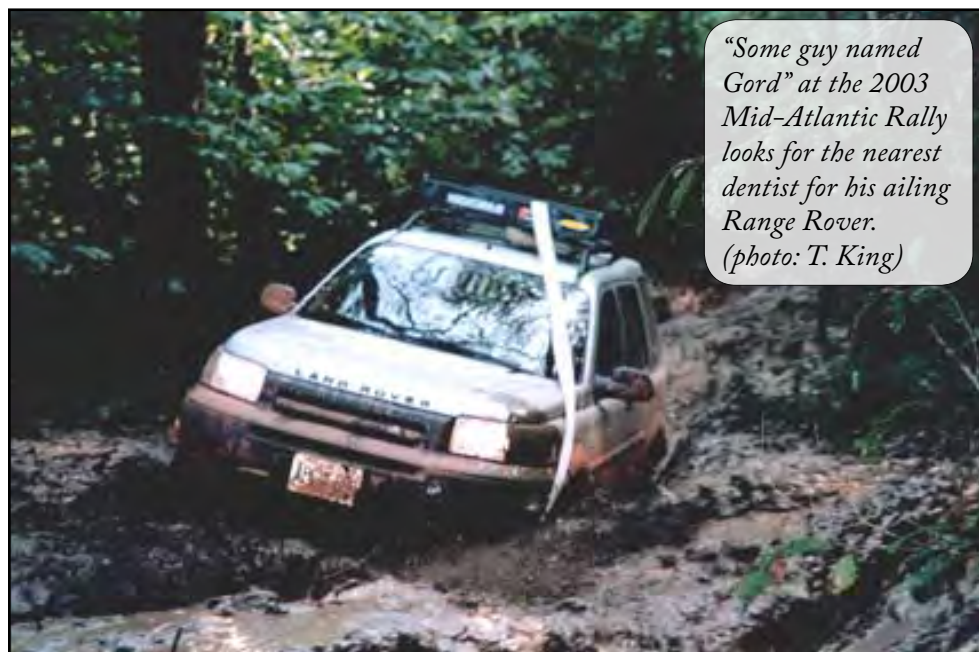
We joined Northern Lights, an off-road umbrella organization, that gave us access to specialized liability insurance and got involved with other organizations watching various levels of government dealings with trail access.

In 2004 veteran executive officer Christine Rose took over the president's reins and continued local emphasis while focusing on improving relationships with new and longtime sponsors and suppliers like Rovers North and Atlantic British Parts.

Desktop publisher Lynda Wegner (wife of Richard Wegner who had been OVLR member for many years) was awarded the contract for newsletter layout and design after Keith Tanner of Colorado gave it up, bringing production back to the Ottawa area.

During that Spring to Fall, a record number of on and off-road offerings meant members could play with their favorite toys every second weekend on average.

Jean Leon Morin stepped into the president's position the following year as Shannon and Alastair Sinclair wrapped up five years as newsletter co-editors.



"Some guy named Gord" at the 2003 Mid-Atlantic Rally looks for the nearest dentist for his ailing Range Rover. (photo: T. King)

In their place former Exec-Member-at-Large Terry King became editor with responsibility for producing nine issues and Dixon returning to handle the remaining three.

Local members still hadn't got the message about contributing to newsletter content however which resulted in Terry scrounging for enough copy to fill newsletters averaging eight pages while Dixon's three editions came in around 30 with the help of seasoned writers like Mike

(continued on page 7)

Rooth, Bill Maloney, Ben Smith and Alan Richer. There was more work with that.

Current Past President JL, who held the top post from 2005 to 2007, offers another perspective on the newsletter and the membership drop.

“I think a lot of it (change) was due to LRNA starting to sell absolutely ridiculous numbers of LR Discoverys. While the massive increase of LR product in North America originally caused a surge of the OVLR club, it being one of the only LR dedicated clubs having stood the test of time, all these people eventually organized and started forming clubs of their own.”

“The bubble burst and numbers started returning to what they were originally, mainly diehard Series enthusiasts and local people.”

As JL noted, the number of “local” clubs, many with members from OVLR ranks, has increased

“You’ve really gotta do something about the parking around here, Dave.” (2006)

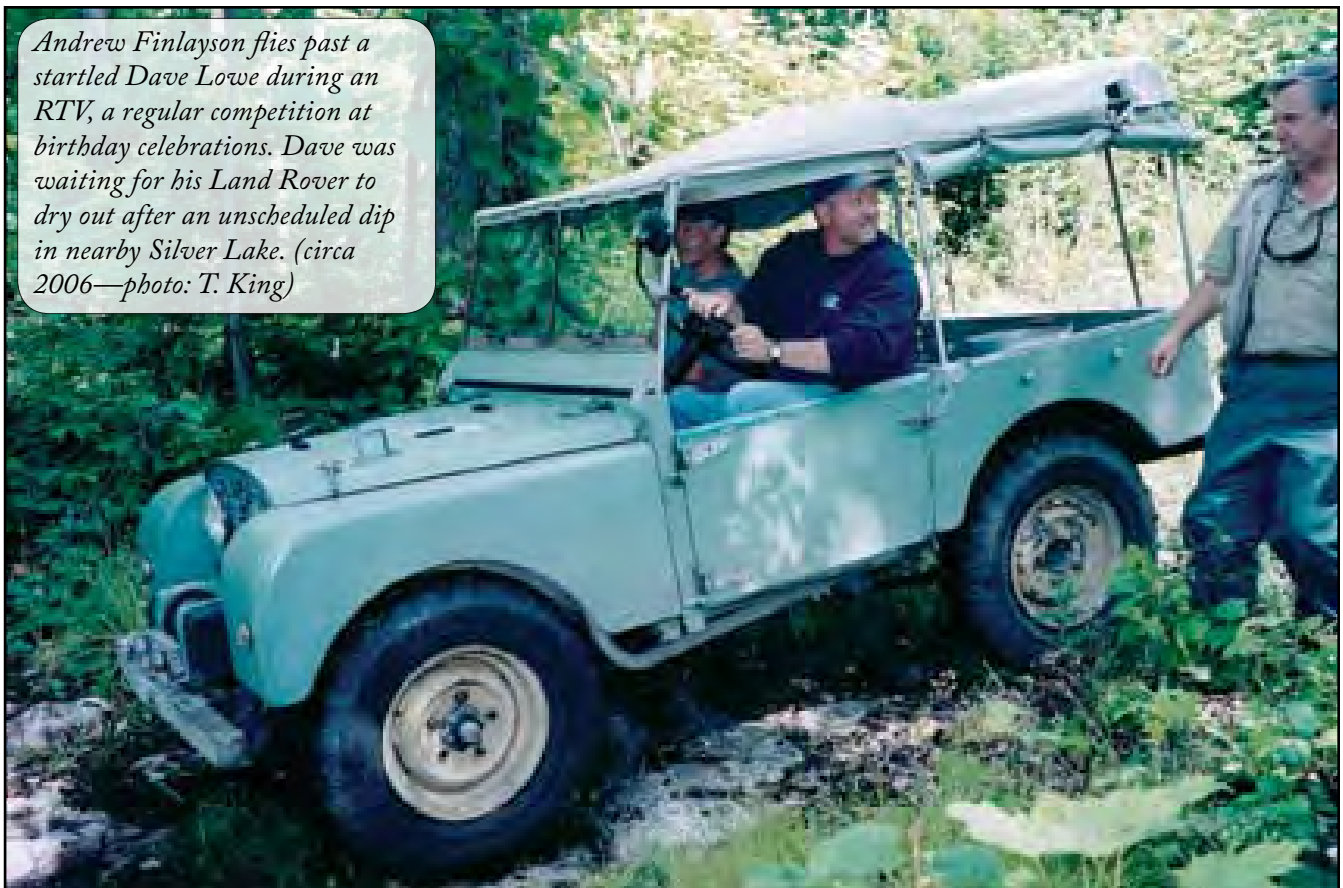


dramatically in recent years as enthusiasts far from Ottawa began to organize themselves into local groups.

“In addition, the newsletter, which, for years, was the only real LR club correspondence around, was suddenly facing all kinds of competition from

(continued on page 8)

Andrew Finlayson flies past a startled Dave Lowe during an RTV, a regular competition at birthday celebrations. Dave was waiting for his Land Rover to dry out after an unscheduled dip in nearby Silver Lake. (circa 2006—photo: T. King)





A shiny Discovery trundles through the dry stuff during a day's outing in Larose Forest. Larose was one of our best light off-road locations close to the city until the local forest authorities closed it to four wheeling trucks. OVLRL has joined other like organizations to fight for access for our hobby. (2003 BP)

electronic mailing lists, online forums and other, more rapid ways of disseminating information," he said. "The migration of non-local members to other "local-to-them" clubs, combined with the dilution of the newsletter, caused a bit of a downturn."

While some OVLRL members worried about where their club was headed, others blissfully played in the sun, mud and snow, concerned mainly that their old friend would get them home safely one more time.

Meanwhile, Land Rover continued to make inroads in the SUV/luxury market launching the LR2 as we neared the end of 2006. That followed the Range Rover Sport in 2005, the LR3 a year earlier and the Range Rover before that. The newest vehicle is powered by a 3.2 liter, in-line six with 230 bhp for 0-100 km/h in under nine seconds.

And Eric Riston married Carlane in Connecticut that summer.

NEXT MONTH: THE END OF HISTORY

President JL Morin plays ringmaster under the Big Top at the 2006 annual birthday party. Actually he's auctioning some of the many prizes club sponsors donated for the event.



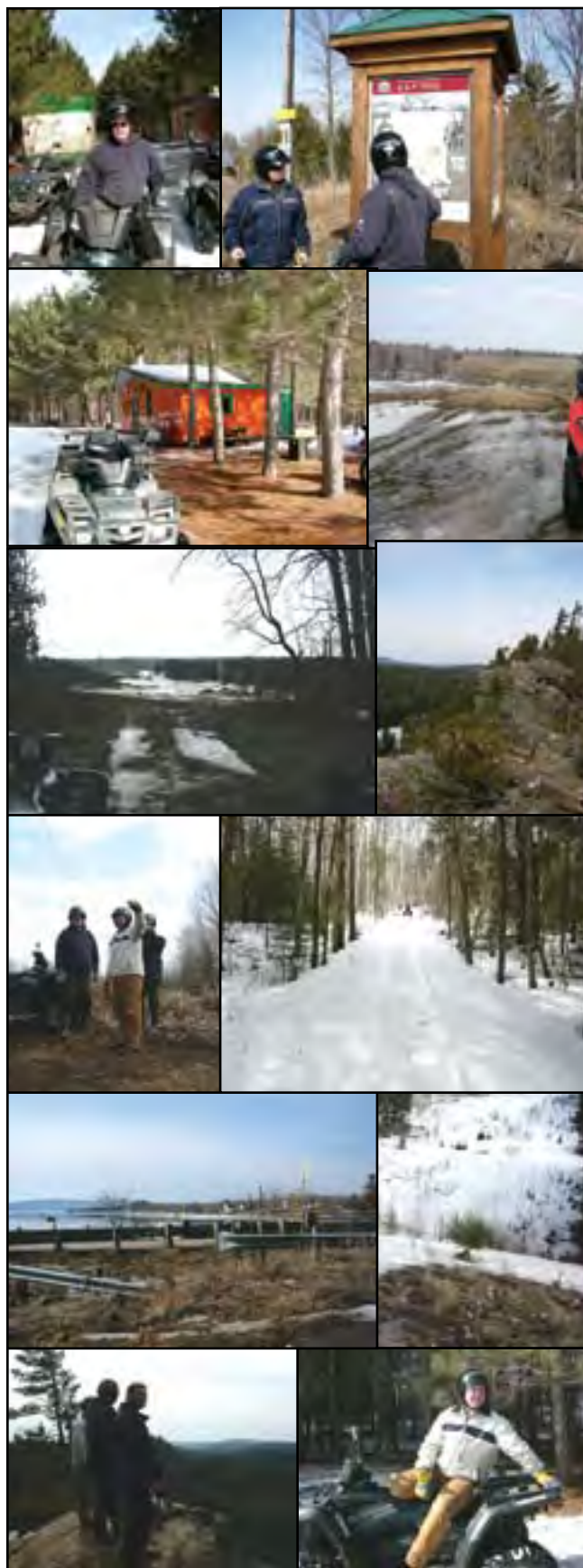
Social Notes

A better attended Social this month with approximately a dozen people emerging from the Winter blasts to partake in an ale and discuss various things Land Rover. For example, our esteemed leader was discussing the finer points about gaskets inside callipers and maybe why it was better to just chuck them all and convert to NADA brakes on his Range Rover. Bruce Ricker, on the other hand, was positively revelling in ancient technology. A phantom had dropped off some “Vee hech ess” tapes for him to divine. Labelled Birthday Party 1996 and 1988, these could be long-lost evidence that would support some of the musings of McD, who was not present. Of course, this would be technology that worked, unlike that from Bell Canada which brought down the OVLR web site to a particularly awe inspiring round of finger pointing from within Bell for who was at fault, and who is responsible to fix it, that makes the best show at Question Period look like an amateur effort. Dave Meadows could only laugh at Dixon Kenner and relate that one must remember who regulates them and maybe that Monty’s foray into the newspaper business was not so bright ... Probably why this titan of industry didn’t own a Land Rover.

Of course, Peter Gaby was off in a corner with JL discussing his steam initiative and why a little eighteenth century wood working skills are so very important today (maybe that’s why the Holland & Holland wasn’t outside!) which JL thinks CKD (houses, not Rovers). Murray Jackson and Fred Joyce appeared to assist in discussion about a 1,200 acre off-road park being proposed in the Calabogie area near the old K&P railroad trail. That’s about it for this month’s gathering. Andrew Finlayson, Geoff Burd and Joe Pertic rounded out the attendees.

Next Social is at the Cheshire Cat on March Road in the western hinterlands of Ottawa on April 20th. Come one, come all to discuss the Maple Syrup Rally that occurred the previous day (19th for those arithmetically challenged) and who will be towing JL’s beast back to Ottawa. (Yeah, it made it to Moab, but has it ever made it to Shawville? Makes you wonder what’s the tougher environment!)

Calabogie Trail



The First Hurdle is Admitting You Have a Problem

It might be a rear crossmember that is looking a little under the weather, or some speed holes that have appeared in an outrigger or two. Maybe your bulkhead has some footwell issues, or the floor in your Discovery is feeling a little soft these days. The first step is admitting that your trusty aluminum-clad four wheel drive has a heart of steel, and it's not as sound as it was when it left Solihull. Fear not, friend, as the 20th century has brought us countless technological advancements in the field of molten metal mastery, that can bring even the rustiest of relics (perhaps even the holiest of the all, Dixon's BGB) back from the brink of extinction.

In the interest of brevity (and perhaps sanity) I'm going to focus on the three processes that are most common in automotive repair and restoration—Stick welding, MIG welding, and TIG welding. These three processes account for most of the consumer level machines available on the market and, coupled with a skilled operator, can produce nearly all the weld types necessary in rebuilding a Land Rover. Although the three of these welding processes appear quite different, they are all based on resistance arc welding—This means that the heat necessary for fusing metal is created by an electric arc between the workpiece and welding lead held by the operator. However, all three processes differ greatly in how the arc is established and maintained, in how filler metal is applied during the weld, and how the weld is shielded from the ambient air (superheated steel oxidizes rapidly if exposed to oxygen, it is therefore necessary to isolate the weld from ambient air while welding).

Stick Welding

The proper term for this type of welding is shielded metal arc welding (SMAW), although technically that description applies to all welding processes described below, stick welding is the oldest welding process around, dating back to the late 1800s, and still dominates most structural and industrial welding today. It is a versatile, portable and inexpensive way to join steel, and is particularly suited to thicker-section material (over 1/8 inch). It involves a welding power supply (basically a big transformer) that puts out a high amp, low voltage current through thick-gauge welding cables, usually called leads. As stick welding

works on the principle of an electric arc, one of these leads is attached to whatever part is being welded on, and to other a replaceable electrode, or “stick”. As the electrode is brought into close proximity with the workpiece, an electric arc is formed and the intense heat melts the part being welded and the electrode. The electrode is consumed during the weld, and needs to be periodically replaced. In order to shield the weld from the oxidizing effects of ambient air, electrodes are coated in a powdery mixture of metals and organic compounds, which burn off and generate gases that displace ambient air during the weld. The operator varies the output amperage of the welding machine in accordance with the weld type and material thickness. Better quality machines also incorporate other settings, such as a rectifier bridge allowing the machine to produce direct current (DC) as well as alternating current (output). These settings can alter the characteristics of the arc and better tailor it to the material being welded, and the electrode used. In some instances, electrodes are designed for a particular setting, such as #7018 welding rod, which works best on DC settings.

Although stick welding is the cheapest, simplest and most prevalent welding process, it is not particularly suited to Land Rover type work as it's not great for sheet metal, although it can be used for chassis repairs. It should also be noted that the smoke created during stick welding has been linked to Parkinson's disease and other neurological disorders.

MIG Welding

MIG welding was born out of a need to produce welded connections of high quality in a rapid manner during the Second World War. It too functions on the principle of a consumable metal electrode, but in the case of MIG welding, the electrode consists of a spool of metal wire, which is continuously fed from the welding machine through one of the welding leads during the weld. Two types of shielding systems are possible—Some systems employ a wire which has a flux core, which burns in a similar manner to stick welding, creating gases that displace ambient air, and some other systems provide a dedicated inert gas shielding flow. MIG welding machines differ from

(continued on page 13)

The First Hurdle ... *(continued from page 12)*

arc welding machines in that the operator varies the voltage in accordance with the work, as opposed to the amperage. The operator can also adjust the wire feed speed. Although MIG welding is best suited for steel or other ferrous alloys, it is possible to use this process for welding aluminum with specialized add-on equipment (spool gun).

Small MIG machines (110V) are ideally suited to Land-Rovers in that they are designed to weld sheet metal of varying thickness and steel plate up to 1/4, which is more than enough capacity for any material found on these cars. MIG is also an easy process to learn (it has been said that you could teach a monkey to MIG-weld) although the use of inert gas shielding seems to yield considerably better results.

TIG Welding

TIG welding is a gas shielded electric welding process that actually bears most similarity to acetylene torch flame welding. TIG stands for Tungsten Inert Gas, which relates to the tungsten electrode, which creates a welding arc that is shielded in inert gas. This process was commonly referred to as Heli-Arc welding, as helium was a commonly used shielding gas, however Argon has displaced helium in the last few decades. TIG welding distinguishes itself from other processes in that the torch electrode is non-consumable—The metal filler material is added manually by the welder during the welding process. The balancing of keeping an arc struck between the torch electrode and the workpiece with one hand, coupled with the steady feed of filler material with the other results in a welding process that requires some practice, dexterity and coordination. In addition, most TIG welding equipment also incorporates a foot control that adjusts

the amp output of the welding machine. This allows the welder to vary the output of the machine during the weld.

TIG welding a slow welding process that distinguishes itself from other processes in the extremely high quality of the weld that can be produced. TIG is mostly used in industry when extreme quality welds are necessary, or when welding exotic materials such as stainless steel, brass, copper, titanium, and aluminum. It is somewhat impractical for high-speed production work, and, due to the complexity of the weld process, the operator skill necessary is greater than that of stick or mig welding. TIG is also very particular regarding cleanliness—Whereas stick welding can handle the odd bit of paint or grease, TIG requires near surgical cleanliness for a good weld.

Practice Makes Perfect

Although I hope you now have a better basic understanding of different welding processes, welding theory can be quite difficult to explain and sometimes just watching is the best way to learn. I'm inviting any interested OVL R members over to the workshop, at 230 Davidson Side Road, in Kanata, to try their hand at any and all welding processes above, on Sunday April 5th. I'll have my TIG machine, which also supports stick welding, and Peter McGough is planning on bringing by his little MIG welder so we can experiment. If you need directions, contact me at morinjl@sympatico.ca, and bring any and all welding shields/helmets and a pair of welding gloves (they are 4th at Princess Auto) so that you can participate in welding. I have a few shields I can lend out as well.

JL

Classifieds

LOOKING TO PURCHASE

We emigrated to Canada from England in 2004 and I am looking for a defender 90/110 tdi. Does anyone know of any available? Does anyone import 90s? Have heard there are some ex army ones in your area. The British MOD are trying to locate a 15 year old one for me, they had some but recently sold them into Europe somewhere! Any info appreciated.
Contact: legendrubber@execulink.com
Regards Ross, Tillsonburg, ON

LANDROVER ENGINES FOR SALE

I have a couple extra engines that I need to sell—
2.0 litre out of a 1955 86" Series 1 asking \$75.00 OBO
2.25 litre out of a 88" Series 2 asking \$50.00 OBO
Must be picked up from Napanee.
Call John at 705-748-4588

Does your Land Rover need expert help?

Come see the experts at Land Rover Ottawa

- Huge inventory of parts & accessories in stock
- Same day service available on most repairs
- 10% discount for all Club Members
- Monthly special club offers—call for details!

Dave - Parts Dept: parts@landroverottawa.ca
 Ted - Service Dept: tedrose@landroverottawa.ca



Your local authorized Land Rover dealer

Land Rover Ottawa
www.landroverottawa.ca
 1300 Michael Street, Ottawa ON, K1B 3N2
 Tel: (613) 722-7535 Fax: (613) 722-6868

 **BRITPART** Dealer  Dealer 

Tel: 511 813 473 LAND (5263)
 Toll Free: 1 888 473 LAND (5263)
 Email: info@landroversalvage.ca

P.O. Box 750
 10405 Highway 7
 Markham ON L3R 9K2

U-Haul Tel: 913 473 2022
 email: uhaul@landroversalvage.ca

Located on Hwy. 7 halfway between Toronto & Ottawa

Land Rover Parts

New OEM parts in CDN\$ — cheaper than paying customs and brokerage fees from our rivals!

We are constantly parting-out selected, good quality donor Land Rovers — full of perfectly sound, reusable parts to save you \$\$\$ over purchasing new!

Land Rover Service & Restoration

We undertake bespoke service and restoration by appointment and are also U-Haul dealers — so you can trailer to & fro!

Visit our online store at
www.landroversalvage.ca
 or call us
613-473-LAND (5263)

100% Canadian owned & operated business c/w British Mechanic
 (We own our own premises, so are here for the long term!)
 We are also OVL R Club Members = Enthusiasts serving Enthusiasts!

OVL R Wedding



*I know many of you have been waiting patiently
 for some wedding pictures so here they are!
 Ju-Lee, Andrew Barr
 p.s. the 109 was parked outside*