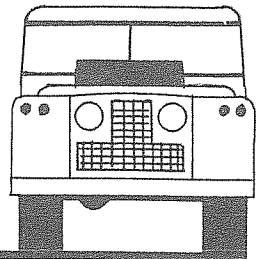


OTTAWA VALLEY LAND ROVERS



1016 NORMANDY CRES., OTTAWA, ONT., K2C 0L4

G'day eh:

April 10/90

We're pushing the limits of the envelope with this one and here's why: It's bad news for members who missed the Maple Syrup Rally and Neil's "Seeya" party, reminders for those who still haven't taken advantage of our stellite valve offer, advice on evaluating your Land Rover, excerpts from the Alberta club newsletter, some news clippings, and summer expedition plans.

Now the details: It was farewell to Brewer's droop April 6 when 33 members, friends and the curious gathered at the Coffee Lodge to honor and abuse former president Neil who's heading for a BC jail in May.

With speeches, lasagna, gifts, slides, beer, burps and bruhahas, members toasted, roasted and guffawed the evening away. Speeches by "Fast" Freddie Barrett, ex-president Tony Fowler and the Hon. Murray Jackson tallied Neil's Land Rover triumphs (few) and tribulations (many).

To cover the exorbitant cost of getting Neil out of Eastern Canada, some members generously offered their little bodies for sale with the crowd kicking in two bucks a crack to win. Harry Bligh won a tuneup from mechanic Jason Dowell. Rose Edwards got a kayaking lesson from Yves Fortin who in turn won a matched pair of ducks from great white hunter Stephan Bergeron. Robin Craig donated a day's welding to house painter Andy Graham who provided a gallon of paint's worth of skilled labor to Fred Barrett. Al Pilgrim and Mike McDermott offered their pudgy little bods and a trailer for a home hauling job. Unfortunately, Neil won. Now the boys are frantically trying to find a loophole and avoid towing the Brewer's trash to BC.

In the auction department, Vern Fairhead donated a gallon of freshly-brewed maple syrup and Pilgrim tossed in some books and 50s music tapes he swiped from somewhere. The usual Land Rover cake, seen traditionally at such club events, was replaced by a gateau deemed more appropriate for the occasion...a depiction of Neil's porcine profile. Artist-member Jocelyn Mainville gave Neil a beautiful relief wood cutting that had obviously taken her considerable time and effort--certainly more than Neil was worth.

In fact, reflecting on Neil's aforementioned spotted history of Land Rover adventures, his club gift was a collage of photos cataloguing his years with us surrounding his rather large bum as he leaned into the engine bay of a Land Rover. All agreed it was fitting.

Neil, Julie and Ashley are having a house built in Agassiz under the tall red cedars with a view of the snow-peaked rockies where Neil will envision designer furniture for habitual criminals with back problems. We'll publish his address next newsletter so members can be sure to mooch off him when on the coast.

Special thanks to all members and friends who donated goods and bought our raffle and draw tickets. Because of your generosity, we were able to offset the dinner price, pay for the little porker's gift and come away only \$5 in the red. Congrats all round.

The Maple Syrup Rally at Vern and Linda Fairhead's Shawville farm was a sticky success again this year, although fewer people showed than expected. VP Jason handled events co-ordination for the rally and he and Pilgrim arrived Friday to set things up and help Vern collect enough sap for the next day's boil. A convoy left Westgate at 9am, pulling into Vern's in time to watch club secretary/engineer Harry Bligh and a cast of a dozen members wrestle his latest shelter configuration into submission.

The good-bad-don't-know weather forecasts were blamed for keeping committed members from showing up. That meant extra portions of sausages and Linda's pancakes and pork 'n beans. A roaring bonfire kept the chill away during lunch and a good workout tramping around the bush collecting sap made sure people didn't cool out. In all, Vern collected about 900 gallons of sap during the weekend. The 34 members, kiddies and friends who showed accounted for a lot of that when it was reduced to maple syrup. Thanks to Linda and Vern.

The April club meeting got down to the serious matter of planning this summer's fun events. The June 16-17 birthday party, normally held at the Smiths Falls farm of Fred and Audrey Cole, is moving to the Pakenham area this year to give the Cole's a little rest. We'll have more details on the location and agenda in the May newsletter but we can tell you now it'll involve a swimming hole, some off-roading, great camping and a raving lunatic for a host.

Plans are also underway for our two major road convoys -- the Atlantic British Rally in Mechanicville, NY., and a get-together with the Toronto-based Rover Club of Canada. Our little convoy will leave Ottawa for Mechanicville early Friday, July 13 and return Sunday. Last year, more than 100 Land Rover enthusiasts gathered around the AB Ltd grounds for a weekend of gawking, poking, swapping and giggling. The event was attended by four OVLR members, two of whom arrived in a Ford Bronco. This year we plan to make a better showing

Reserve the weekend of August 24-26. That's when we convoy to Picton on Lake Ontario and the home of Richard Cople. We'll be joined by members of the recently-formed Toronto area club. A similar event last year went awry and we want to ensure this one goes smoothly so circle the calendar now. The following info is taken from the Rover Club's newsletter: Camping space is available but no water or hydro hookups. Richard has a couple of rooms for rent (bed and breakfast). Call him for reservations and info about other area accommodations (513) 476-8074. More details on both events in later newsletters.

In other news, the exec is setting up a nomination committee to start looking for members to run for office next year. This year's exec was appointed after nobody ran for the four executive positions.

Treasurer Tom Mayor says the club has \$1,784 big ones in the bank after the purchase of a large coffee maker for use at our social gatherings. Our subscription to Land Rover Owner magazine, ordered several months ago, still hasn't arrived so we re-ordered it. Highlights will be published each newsletter.

And President Robin received some information from the US Forest Service on "Tread Lightly", its program to enlist the help of off-roaders in protecting the environment. We're checking it out along with any similar Canadian program.

FOR SALE...GOSSIP....TALL TAILS....WANTED....OUTRIGHT LIES....HAPPENINGS

*-Welcome new member Mike Dolan (Doktor Death to his friends). Mike owns a 55/86 and lives on a large patch of land near the Calabogie Hills. (613) 256-1980.

*-Interested in saving \$25 on the price of hardened exhaust valves and seats for use with unleaded gas? Don't forget the club's offer expires June 30. Call Pres Robin for details.

*-Dale Desprey still trying to explain how he went plane watching near the airport recently and had to be towed out of a ditch. Apparently it had something to do with turning out the headlights so as not to blind the pilots. WITH LUCAS HEADLIGHTS!!! Gimmee a break.

*-Welcome new member Robert L Donk of Petawawa. Bob just purchased a '64/109 station wagon (613) 687-4809

*-Editor McD is back from another western tour with pix of more spotless Land Rovers for future club ponderings.

*-Sharon Cregier still trying to peddle a new U-joint, yoke and sliding spline for an 88 propshaft. All for \$100. (902) 566-0621 (PEI)

*-Pres Robin, a soon-to-be real welder, practiced his skills making aluminum boxes for McD's 86.

*-Off-Road Canada, new four-wheel-drive mag out of Pickering, Ont., has launched the first of its quarterly editions. It's available at your bookmongers. If you can't find it, Call Pilgrim at National news for locations. OVL R will highlight relevant items as they appear. They're getting our newsletter.

*-Now that Spring is here, hapless Harry Bligh has a Kodiak heater for sale. Nice timing Har.

*-Two Suffield military frames are awaiting the rebuilders' magic at the home of Tom and Derrick Hammond.

*-Stephen Bergeron and Andy Graham are lined up at McD's garage for frame, footwell, brake and electrical work.

*-Andrew Lee just purchased an 8,000 lb electric winch for his 88. He's looking for a roller fairlead. (613) 234-5095

*-Lyne Leduc and Harry are getting ready for the move to Smiths Falls and can use a hand or two. (613) 774-2395

That's all the dirt we have this month but as you can see, things are starting to pick up as the summer--albeit cautiously--comes ever closer.

STILL IN THIS PACKAGE:

---Excerpts from the Roverregister Notebook. From the pen of Al Sigurdson, an example of what happens to a mind too long under the prairie sun.

---An open letter from Kreger Evaluation Services of Rexdale, thanks to our Toronto club friends. This is presented for your reading pleasure only.

---Sundry newspaper clippings of interest.

That's all for now:

Editor Mike "McD" McDermott (613) 224-8300

Pres. Robin 738-7880

VP Jason 731-5098

Treas. Tom 234-8611

Sec'y Harry 774-2395

Kreger Evaluation Services Ltd.
"Specialty Vehicle Appraisals"

"SPECIALTY VEHICLE APPRAISALS" - FACT OR FICTION?

Kreger Evaluation Services Ltd. has been operating as part of a professional automotive appraisal organization for the past 30 years and our experience has taught us a few things about the Insurance Industry that some of you may find interesting.

Our heritage dates back to a time when there were no professional damage appraisers, in the city of Toronto, and automobiles were repaired based on the damage assessment from the repair facility.

The majority of damage appraisers in this city operate as assessors of physical damage and are not even remotely familiar with the values of Special Interest vehicles or have any interest in them whatsoever.

This presents a problem in that when a Special Interest vehicle suffers physical damage the insurance company is required to substantiate the loss factor with an appraisal. If the vehicle is economically repairable then there are usually no problems encountered. The difficulty arises when a vehicle is totally destroyed in an accident, by fire or vandalism or is lost in a theft situation.

If the unit is declared a Total Loss the Insurance Company must make an offer that is representative of the vehicle's Actual Cash Value (ACV).

Actual Cash Value can be described as the reasonable market value that the unit would have obtained prior to the insurance loss.

The purpose of having an automobile properly "Appraised for Value" is twofold. One is that it assists the insurance broker in assessing a fair insurance premium and, two, is that it establishes the ACV to the satisfaction of the insurance company.

Once an insurance company accepts an appraisal there is an ethical as well as a legal responsibility for them to compensate the vehicle owner for that amount in the event of a total loss. Remember that the damage appraiser that assesses the physical damage, when the vehicle is involved in an accident, is required to provide an opinion of the vehicle's value in order to substantiate that the repairs are feasible or to be used as a settlement recommendation.

The opinion of value is being submitted by someone that is usually unfamiliar with these types of vehicles as 1985 and newer automobiles make up 95% of the insurable automotive market place.

There is no doubt that you, the vehicle owner, are probably in most circumstances, more than capable of providing a realistic opinion of the value of your vehicle though you must remember that in the event of a loss your insurance company, not your insurance broker, is who you have to deal with to obtain a fair settlement. It has been our experience that in more than a few instances an insurance company has indicated that they feel the owner's opinion of value is somewhat biased due to the fact that he or she owns the vehicle and how can one be expected to relay a realistic opinion of value in this situation.

If you have any doubts about this we suggest that you contact your insurance broker and have his firm provide, in writing, that in the event that the insurance company will not pay the full value that you feel your vehicle is worth that they in turn will compensate you for the difference. You may be surprised when you find out that your broker is not willing to accept the final responsibility for the outcome of a total loss settlement.

This leads us to the fact that the only way to satisfy the requirements of your insurance company, not only to provide you with insurance, but to guarantee fair treatment in the event of a loss is to have the unit properly appraised prior to obtaining insurance.

Our company innovated the "Evaluation Appraisal" concept in Canada, over 30 years ago, and we are the leading appraisal organization in our field.

Remember! The onus is always on the vehicle owner to substantiate the value of his or her property. If you can not do it to the satisfaction of your insurance company then the insurance company will do it for you!!!

OLVR thanks the Rover Club of Canada
for passing on the above information
letter. No endorsement is intended.



The ROVERREGISTER
P.O.Box 5035, Station "E"
Edmonton, Alberta, Canada, T5P 4C1

The ROVERREGISTER NOTEBOOK is published in Edmonton Alberta at irregular intervals by the LAND ROVER REGISTER OF ALBERTA, a non-profit organization of Land Rover enthusiasts. The ROVERREGISTER is distributed free of charge to Members. Funding for the publication is totally through non-tax-deductable donations.

Every reasonable effort is made to ensure that technical information contained in this publication is accurate. However, the ROVERREGISTER assumes no responsibility for errors or omissions, or any information that may be misleading, exaggerated or riddled with bogus claims or outright lies, (much the same as political parties).

ROVERNOTES

HAPPY NEW YEAR! The ROVERREGISTER will be three this year. **** Notice how DIFFICULT it is to read columns written like this one with no separation of paragraphs? Well, complain to your MP and he'll make them illegal. ****MIKE McDERMOTT of the OTTAWA VALLEY LAND-ROVERS snuck into Edmonchuk in mid-November for a welcome but all too brief visit. He passes along best wishes from the Ottawa Club. We expected Mike to have knuckles dragging on the ground, big snout and a brain the size of a green grape. It's NOT TRUE. Funny how here in Alberta we tend to lump everyone from Ottawa in the same trough. **** Boy, did we take a lot of poop about "Guy Fox Day." Picky picky picky. Got it confused with "Terry Fawkes Day", so put the cuffs on us, eh! **** And speaking of GROSS ERRORS! boy did we SCREW UP. Last issue we mentioned in passing that ROVERLANDERS OF B.C. had failed to invite us to the ALLE WESTE RALLYE 1989. Well, we have been told that the ALL WEST RALLY (no "e"'s for some reason now) used to be a joint event spearheaded by ALROC, not ROVERLANDERS and that the ALL WEST RALLY '89 held by the latter was REALLY NOT "All West" and was supposed to be the ALL WEST RALLY 3, but wasn't. Confused? Well, one thing for sure: We were not invited to EITHER event; neither the real one nor the imaginary one. As G. FAWKES, the famous 17th century British philosopher and combustion engineer once said, "Aw come on guys, lighten up, eh?" (He uttered this just prior to his more famous philosophical statement; "AAAAAAAAAAAAARRRRRRRRRRRRGH!") It's true! **** ONLY YESTERDAY we swore on a stack of Bibles that we would never breath a word of it but MALCOLM ENGELMAN has installed a new DELCO alternator in his 24V 109. Sorry, but that just had to be said. **** On the same stack of Bibles, we swore we would never never tell a soul that PETER SPYCHER has just bought a jeep. He was looking for a Land Rover for the winter but this friend of his came along armed with what Peter reports was some sort of thermo-nuclear death ray howitzer and demanded that Peter cough up BIG bucks for his jeep right now. So Peter gave him two cases of Labatt's Blue empties and a 25 cent coupon off Vachon Cakes, an extortionist's price, and ended up with a jeepmobile. He is still looking for an 88 pickup for cheap. **** From Vancouver Island: Getting smacked in Land Rovers is a family affair for BROCK MACDONALD and son GORDON. Two down in one summer! So Brock is rumoured to be intending to buy a Rover 2000. It may not be as tough, but it sure can get out of the way of the lunatic B.C. drivers a whole lot quicker. **** On the other hand, CYRIL HARRY has been feverishly working at getting his Series 1, 109 on the road to replace his machine formidable, la Pew-joke Français. The latter got the truffles smacked out of it in yet another unfortunate encounter of the worst kind. **** And then there is always a comic in the crowd: ALEX HEATH executed the Club's first backwards cartwheel in "01' Boy" losing points for bad form when he failed to land right-side-up. **** And for the final event (we hope), JOHN O'BRIEN Enterprises brought us HULK HONDA vs Mr. DEER, a contest which nobody won. Not that this has anything to do with Land Rovers except that O'B's Series III, 88" seems to continually outlast everything else he owns by a factor of three. **** Happy to report: no major people injuries IN ANY of the above unfortunate accidents. (Except, of course for Mr. Fawkes, who, as you all know was hanged by the neck until dead; hardly what you would call "unfortunate" or an "accident".)

ALL THE DAYS OF OUR ALBERTA LIVES

Episode No. 13,592

[As we open today, Fred has returned two hours ago from his trip to Calgary, returned to his lavish Alberta Ranch/Homestead near Cremona. Fred had had an unnerving talk with Dr. Hugh Duhngnutz, the retired and perpetually drunken politician, a talk that Mildred would never know about. The weather had turned foul while in Calgary, but Fred knew no matter how bad the blizzard had gotten, it would be no match for his Land Rover with brand new Korean HANKOOK All-Season radials. Now he was home, the Award winning home he designed himself, 65,500 square feet of luxuriously efficient Alberta lifestyle, financed by the massive windfall Alberta Government Grants and Loan Guarantees arranged for him by Dr. Duhngnutz for a modest "fee", that had changed his life forever. Mildred, his Alberta childhood sweetheart and runner-up in the 1972 Cremona Miss Rolled Oats Contest, who returned to Alberta, returned to Fred, only last month, lay on the floor not four feet away, propped up on one arm in front of the roaring livingroom fireplace, reading a back issue of the Alberta Report.]

"Geeze," he thought as he gazed at the lithe figure on the shining linoleum floor, polished by Xgnftt, his sullen, sultry, sensuous Vietnamese housekeeper.

Resisting no longer, Fred lunged forward pinning Mildred to the floor and, with Mildred laughing, shrieking, feigning resistance, Fred, using his teeth, slowly, deliberately, started undoing, one by one, the buckles on her galoshes.

[Next episode: Fred forgets this week's Political Contributions. Xgnftt goes to the Alberta Human Rights Commission, again]

LETTERS TO THE EDITOR

Dear Sir;

Exactly what is this piece doing in a Land Rover Newsletter is what I'd like to know. It's my guess that it is another sleazy elaborate ploy to sell Korean All Season radials! Well, it's repugnant. This promotes dangerously slanderous inflamitory myths about the quality and integrity of persons dedicating their lives to public service in this province, paints the twisted myoptic stereotyped view of Albertans and their high sense of good taste and values, actively promotes discriminatory practices in the treatment of our migrant population, encourages grossly indecent and immoral acts of lust, incites violence against women and family values, violates the Alberta Linoleum Act of 1986, and blatantly ridicules the Official Alberta Provincial Footwear, not to mention Drugs and spelling.

D. Getty, Calgary
(no relation) Edmonton
Stettler

COMING NEXT ISSUE: "PERSON TO PEARSON"

A NEW INFORMATIVE COLUMN IN WHICH THE ROVERREGISTER DISCUSSES CONTROVERSIAL ISSUES WITH CANADA'S DEAD FORMER PRIME MINISTER. EXCLUSIVE TO THE ROVERREGISTER!

Off-Road Vehicles Do Delicate Duty With the Quiche Set

* * *

New Dandified Models Roam Roads of Classy Suburbs Instead of Muddy Outback

By BRADLEY A. STERTZ

Staff Reporter of THE WALL STREET JOURNAL

DETROIT—Time was when rugged four-wheel-drive Jeeps and similar vehicles pulled up stumps, slogged through creek beds and helped herd cattle. But no more.

Lorry Eible recently bought her \$40,000 British-made Range Rover "to go antiquing." Says Ms. Eible, the owner of three Sarasota, Florida, high-fashion boutiques: "It's also perfect for lugging a change of clothes and racquets to the club." What about off-road driving? "Ugh," she says. "Imagine the dirt."

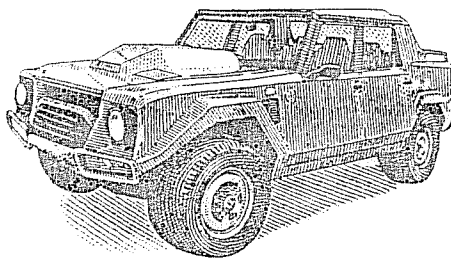
In a social turnaround worthy of Pygmalion, macho "sport-utility vehicles," as they are called generically, have gone from flannel shirts to starched cuffs. Built to tackle fallen trees and mucky bogs, they now are used for retrieving schoolchildren or making daredevil runs through a drive-in Mexican restaurant.

The one-time workhorses are now all the rage with the rich and famous, particularly in the U.S. Jack Nicholson, Michael J. Fox and Martina Navratilova drive Range Rovers, built by Rover Group Ltd., a subsidiary of British Aerospace PLC. Ivan Lendl owns two. Even Edsel Ford II, heir to the car-making fortune, has one that his wife drives in the wild outback of tony Grosse Pointe, Michigan.

Stretched-Jeep Limousines

It is hard to get through the streets of ski resorts Aspen or Vail, Colorado, these days without encountering a stretched-Jeep limousine. They are perfect, it seems, for sipping a flute of champagne while sloshing through snow.

"It's a look that people want more than anything else," says Rich Perez, owner of a



Lamborghini LM002

white Jeep Grand Wagoneer limo in Aspen. Mr. Perez has ferried around the likes of Tomy Lasorda, manager of the Los Angeles Dodgers baseball team, and arms merchant Adnan Khashoggi. "People like to be chauffeured, but think this is an unpretentious way to go."

well, sort of. Mr. Perez's limo sports a bar, wood interior paneling, a color television set and a videocassette recorder. "Let's face it," he says, "these things aren't going very far off-road."

Americans bought a record 738,000 Jeeps and Jeep-type vehicles in 1988 (and slightly fewer last year), compared with 241,000 a dozen years ago. Choices range from the \$7,999 Suzuki Samurai all the way up to Italy-based Lamborghini's LM002 (dubbed the "Lambo Rambo") with a 455-horsepower engine and \$126,000 price tag that didn't deter 25 U.S. customers last year.

Sport-utility vehicles also have become hot items in Europe. Range Rover sales, for instance, jumped 13% in the past year alone, while Jeep sales more than doubled. As a result, a number of auto makers are rushing to introduce vehicles of their own or form joint ventures. Renault of France and Chrysler Corp. are planning to jointly build a new Jeep vehicle code-named the "JJ" in Spain. Ford Motor Co. and Nissan Motor Corp. also have plans to build together a new mini-sport utility vehicle.

Off-Road?

Almost three-quarters of those responding to a survey by J.D. Power & Associates, a consulting concern, say they never take their sport-utility vehicles off-road, or don't know what off-road means. Of course, in many places nowadays, the roads are rougher than the wilderness.

Consider Jim Mostafa, who works for a commercial real-estate company in New York. Though he rarely strays from asphalt, he owns two Range Rovers. The reason: urban warfare.

To make his vehicles more intimidating, he has spent thousands of dollars for cage-like headlight guards and brush bars that are designed to knock over small trees on safaris. "There's nothing better for making sure taxicabs get out of the way," explains Mr. Mostafa.

The creators of the first sport-utilities figured their products would be treated more like pack mules than pampered pets. Maurice Wilks, the father of Range Rover's famous cousin, the Land Rover, thought four-wheel-drive vehicles, or four-by-fours as they are called, should appeal to farmers and "be used instead of a tractor at times."

Kaiser Jeep Corp. executives who developed the Wagoneer in 1962 had a similar notion. "To the back roads, forests, fields and mountains we must go," declared one company official in 1965. Early buyers of Jeeps were plumbers, dog catchers or power companies that had to string lines over rough terrain. Sales pitches to upscale customers weren't considered.

Joseph E. Cappy helped push Jeeps in the 1970s by entering in rough-and-tumble four-by-four competitions in Kentucky and Tennessee. "You'd attract 15,000 people to watch guys trying to pull a sled with weights on it," says Mr. Cappy, a vice president of Chrysler Corp., which now owns Jeep. "Or we'd go do mud-bogs, and the guy who got through won. We get different customers now."

Like the country-club set. The average household income of Jeep Wagoneer owners is \$106,000, 60% of them hold a college degree, and 50% have professional or technical careers.

pared with the typical Range Rover owner. He or she earns \$200,000 a year, owns at least two homes, drives three different vehicles and relaxes by riding horses or shooting skeet. One customer recently used his American Express card to charge a Range Rover from a Long Island, New York, dealer.

Ms. Eible, the Sarasota boutique owner, coddles her Range Rover. She hires someone to wash and wax it at least once a month, at a cost of \$40. "It's better to look clean than to look like you've come through a mudslide," she explains.

Then there's Patrick Venus, a 22-year-old resident of Ridgewood, Connecticut, who cringes when his Jeep Cherokee hits a puddle. After all, he spent lots of money applying gold trim strips to it to match the gold wheel rims.

When his Cherokee gets too mud-caked, Mr. Venus has it steam-cleaned. "You try washing it normally and it gets all scratched up," he says.

The vehicles themselves are getting as pretentious as the buyers. Gone are the vinyl upholstery and rubber floor mats of old. Now such features as burlled-walnut dashboards, hand-sewn Italian leather and "dual electrically operated, heated side-view mirrors" are commonplace. Range Rovers don't come in primary colors, but in Trocadero Red Metallic and Beluga Black

Clear Coat.

Ford Motor Co.'s soon-to-debut Explorer model has one version with leather seats and a JBL sound system previously offered only on Lincoln luxury cars. The stereo belt: out music through nine speakers, each powered by its own amplifier. The vehicle also will come with "convenience gloves" that are excellent when you want to pump your own gas or change tires but don't want to get your hands dirty," says a Ford spokesman.

Not to be outdone, General Motors Corp.'s Oldsmobile Bravada, due out this fall, sports auxiliary power outlets for telephones or portable fax machines. This is not your father's four-by-four.

The evolution of these vehicles into something more like a model made by West Germany's Bayerische Motoren Werke AG than an International Harvester (which made the Scout sport-utility vehicle until 1980) doesn't sit right with many four-wheel aficionados.

"If you ask me, these companies have done their damndest to screw up these vehicles with all of this electronic gadgetry," says Brooks "Kip" Stevens, who helped develop the Jeep Wagoneer back in 1962. "I don't want to know how many miles per gallon [kilometers per liter] I'm getting every second." That information is available from the "trip computer" on many vehicles.

From the Wall Street
Journal. March 7/90