



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August, 1996

## What It's All About!



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- *August Meeting - BBQ at Benco's -Directions Inside*
- *OVTC Executive nominations for 1996-97*
- *Events galore in August & September!*
- *Plus much more!!*

Cover: *Here's Deiter & Rainer with their TR4, safe and sound after over 8,000 km of trouble-free driving to get to the Classic!*

**Editor's Note:** (John) - This has been a busy TR summer for Lori & I lately, with nearly every weekend in the past 2 months occupied with some activity or other. What has been tremendous this season has been the weather. Apart from a couple of muggy days, the temperatures have been favourable, and the rain has usually fallen through the week, leaving the weekends nice and sunny. September is looking to be a busy month as well, with Events like Watkin's Glen, Stowe, Bronte Creek and others to choose from.

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### August Meeting - BBQ at Benco's:

This is to inform all OVTC members to bring your appetites to the Benco house, 14 Kelvin Crescent (just 2 blocks south of the clubhouse) on **Monday, August 26** at 7 o'clock to have a BBQ, courtesy of the OVTC. Apart from being B.Y.O.B., all will be provided. Jane also asks that people might best bring lawn chairs. If you haven't been there before, take Majestic Drive (1st set of lights south of Knoxdale on Woodroffe) west; Kelvin Crescent is on the south side.

This is a chance for all members to get together for some food and drink, to talk cars and other things, and as a thank-you for everyone's help with our shows this year, especially Richmond, but also the Classic.

### July 22 meeting:

July 22 was a calm, sunny evening, so we just held the meeting outside around our cars. Apparently, Clive had gotten the dates wrong and was absent, not seeing the "4th Monday" rule was in effect that night. Martin pitched in and brought everyone up to date on what was going on.

Primarily, what was going on was the Classic. With less than 2 weeks to go, registrations had climbed to 75 - not bad, though down from 1991's levels. I had made a call to Rainer Reinhardt in Germany before he left - they were arriving in L.A. on the 12th, where they would work on the TR4 and then "test drive" it up to Vancouver before crossing Canada. Some test drive!

Dave Huddleson described the VTR meet in Albany. His best description was - WET!! Albany caught the tail end of the hurricane, but that was enough to curtail many of the activities. The concours was held under the canopy of one of the hotels, two cars at a time. Needless to say, it took an eternity to complete. As we know ourselves when planning a large event, the weather is the only thing you cannot plan for, and it is the single largest factor in making the meet a success. Our condolences to the VTR folks.

### Canadian Classic -- August 1-4, 1996:

Ottawa's second Canadian Classic has come and gone, and already it seems so long ago. Here is a not-so brief account of the weekend:

**Thursday** evening was the early registration and Hospitality Suite. Lori and I had booked off work for Friday, so we went along to the Luxor Hotel to see what all was happening, and to help out with registration. We were greeted at the lobby by Jane Benco and Mike Stapleton, who were welcoming guests, passing out Registration kits and pointing people to the hospitality suite immediately

behind them. Already the place was taking on an air of festivity.

More and more people began to arrive at the suite. Hart Breweries of Carleton Place had generously provided free beer for the suite, and this was a big hit with the guests. The registration desk had closed for the evening, when next we hear: "The Germans are here!!". Rainer Reinhardt and Deiter Seidel had made it to Ottawa after their cross-continent journey - over 8,000 kilometres and no mechanical problems whatsoever! I had heard from Rainer a few days before, when they had reached Thunder Bay. I knew they were close, but I hadn't expected them by Thursday evening. Clive introduced them to the crowd, then we launched into serious TR-speak for the remainder of the evening.

**Friday** morning found us having a quick breakfast, then returning to the hotel in time for the "Rallye in the Valley". This allowed participants to tour the Ottawa Valley in two stages, morning and/or afternoon, with a BBQ lunch in Carleton Place (served up by the Land Rover club and their mobile kitchen) at the half. I was still feeling a bit fuzzy from the night before (I'm not as young as I used to be), so Lori and I returned home after lunch. Besides, we had to get our strength back for the Pub Crawl that night.

The Pub Crawl featured a pair of double-decker buses: each bus would take a load of revelers to one pub for a couple of hours, then we would venture to the other locale for the balance of the evening. Our two pubs that night were *Drumlins* in Sandy Hill and *The Barley Mow* on Bank St. near Sunnyside. Out-of-town guests and we locals alike had developed a taste for Hart beers from the previous night, and both pubs sold their fair share that evening. Joe Lashley reminisced about how he rode a double-decker to school every day as a wee lad, while some of us

remembered riding the buses on the 1991 pub crawl.

**Saturday** morning marked the Gymkhana at Mitel parking lot. I acted as one of the traffic marshals, waving Triumphs on from the corner of Moodie and Carling. The Ottawa Motosport Club was in charge of this event, and they had set up a course through pylons, including a section involving 3-point turn in the middle. Each car was to do at least 2 runs; the goal was not to see how fast you could travel the course, but how consistent. Times were recorded, and the car with the least difference in their 2 times wins.

At first, no-one was stepping forward to try, preferring to observe how others did it. Ed Kaye and myself were among the first to give it a go. Before long, there was a long line of cars, all itching to "let 'em smoke", and quite a few people really threw their cars into the course, squealing their Michelin Redlines and all!

In addition to the Gymkhana, we had the TR Olympics, with three events: blind navigation; tennis ball on the pylon; and pie tin jousting. In blind navigation, the driver wears a paper bag, while the navigator instructs how to steer. We heard a number of "not that way, the other way!" commands, which can be very confusing. For the tennis ball game, we had 6 balls and pylons: the navigator places the balls on the top of the pylons while instructing the driver when to stop, to get closer, etc. The car proceeded forward as the balls were placed on the pylons, then reversed as the balls were picked up again. Sidescreen cars definitely had an advantage in this event! The joust had the navigator skewer bottomless pie tins with a long Nerf-like foam lance as the driver operated the "steed". Everyone seemed to have fun giving the games a try, even though they were just for fun!

Martin, Rainer and Deiter showed up later on in the morning (another late night for those 3), and they gave the course a try. What was a pleasant surprise for the Germans was a guest who came to Ottawa just to see them. As they had passed though North Bay a couple of days before, Rainer & Deiter (R&D) were gassing up at a station when a gentleman and his wife were driving by. The man sees the Shell 4000 badge on the car, and nearly causes an accident as he hits the brakes and tries to turn around in time to catch them. He makes it into the station, asks "who owns this car?", then explains to R&D that he had been a participant in the Shell 4000 Rally in 1965 to 1967, driving a 'works' 2000 sedan the latter 2 years! Everyone went back to his house, where R&D were treated to several pictures and souvenirs of the Rally.

Well wouldn't you know - this man and his wife drove down from their home in Callander (outside of North Bay) to Ottawa, just for the afternoon to see R&D again. Several pictures were taken with the car, then R&D took him for a couple of spins around the course, just like the good old days! The gentleman's name is Pat Onions, and I got his home address so he will receive a copy of this newsletter. Thanks for coming down to the Classic, Pat - it was a pleasure to meet you!

That evening was the Boat Cruise on the Ottawa River (no chance of boredom around here). Again, we departed by double-decker bus, taking the Queensway for most of the trip downtown (you'd never think they were going to fit under the overpasses!). It had been suggested that people dress 'English' as part of the theme: "There'll always be an England". The Holbeche group came dressed as a cross-section of English society, from Derek the schoolboy to Isobel the housewife to Craig & his girlfriend as nobility. Charlie & Sandy Conquergood came dressed as the 'Pearly King & Queen', all decorated in hundreds of buttons.

Once again, Hart beers were available from the bar on the boat, and I believe we may have sold out at some point that evening! The night was perfect - it didn't get cool as we thought it might. Everyone seemed to have a good time, especially the guy "mooning" us from the Quebec side! Unfortunately, the buses were a bit late in arriving at the dock after the boat tour, but we made the most of it.

**Sunday** morning meant the big day was at hand - the Concours D'Elegance, at Britannia Park. I had never been to this park before, so I didn't know what to expect. I was very pleasantly surprised, as our location was on a mini-peninsula along the shore. This allowed the right mix of privacy in a public area (as opposed to Andy Haydon Park, where you're right in the middle of everything!). The marshals directed us on to the field, and the cars received their final spit'n'polish.

I had washed my car, but had no intention of entering the concours - I just can't bring myself to all that fussing and detailing. At any rate, I wouldn't have stood a chance against some of the other entries, particularly the New Jersey (or should I say 'Joizey') group - what a collection of cars! I was impressed by a particular blue 1969 TR6 that one would swear was just built (or 'rebuilt') the day before. Lots of serious \$\$ have been thrown at these cars, but boy, don't they look nice! I was content to wander among the classes and see the various models in front of me.

Rainer & Deiter's car was a contrast to the others, still wearing it's Prairie dust proudly. They still had one more Rally celeb to meet that day. At the Richmond show, I happened to mention to John Bowles of the Ottawa Morgan Club that R&D were coming over to re-create the Shell 4000, and asked if he'd heard of it. "Of course," he said, "I helped organize it!" I contacted John again a couple of days before the show to see if he was

interested in coming out and meeting R&D. He said he was, and that he'd dig through his files and come up with what he could on the 1963 Rally, since that is the year which Rainer had originally read about. To everyone's surprise, and R&D's delight, John had found a number of unique Rally items, and he even gave duplicates of some items to Rainer and Deiter to take home! Most unique was the actual Tour Book given to each contestant in 1963, featuring perforated coupons to be removed at the checkpoints along the way. Meeting people like John Bowles, Pat Onions and Don Elliott who were involved with the Rally helped make the journey especially unique for them.

The Concours was not without its problems, however. We had been warned by parks officials that no cars were to move before 3 p.m. once on the field, and no cars would be admitted past 11 a.m. We even had a bit of difficulty with the CHEZ 106 vehicle that supplied the P.A. system. So just imagine when a couple of vehicles fired up and began leaving between 1:30 and 2. As Clive said as the black, petrol-injected TR6 was leaving, "we know you, we know your vehicle - you'll never be admitted to one of our events again." So apart from a couple of idiots, the show was a big hit. We had several people come up and register just for the show, putting our final count of registrations at 100. Fantastic!

The final event for the Classic was the Awards Dinner, at Villa Lucia on Carling, near Moodie. The Classic crowd filled all but a small alcove, so the attendance was strong. We had invited Lorne Hart, owner of Hart Breweries, to join us for the evening. Clive asked Mr. Hart to accept a specially-embossed Classic mug, and a photo of the Triumphs who visited the brewery for a Sunday tour a couple of years back (only we forgot to bring the picture!). Lorne thanked

the Triumphs owners for coming out and enjoying Hart beers on the weekend.

Next came the award presentations. In amongst the various prize winners were sundry registration number drawings. Suppliers such as WD-40, Roadster Factory, Special Interest Car Parts, Victoria British, Ken's Mostly British, Mr. Lube and others all helped with prizes, and we made sure they all got distributed. At our table were a man and his son from Virginia, registration number 45. In the course of the draws, numbers 41 through 49 were drawn, except for this man Dave's number 45. He was so delighted at finally getting his number called, he bought the table a round of drinks! Everyone's a winner at the Classic!

Yours truly managed to take an award at the dinner that night. In 1994 at the Belleville Classic, Glenn Donaldson presented me with an Honourary membership into "Club Brown", a fringe outfit of brown Triumph owners. Club Brown had its own category of award, which my car won - "Best Brown Car at Show". It's a can of brown Motomaster vinyl paint mounted on a wooden base. Only drawback with this type of award - I can't display it in the sun like some people do with their past awards at shows - it's likely to explode!

Monday morning found people packing up for their drives home. For the Canadians, it was a holiday, but the Americans had to take the day off to come to the show (for which we thank them!). Rainer and Deiter also had to get going - off to Toronto to put their car on board a ship and themselves on a plane home. The Days, Lashleys, Jane Benco and Martin gave them an escort to the 401 at Kingston, then it was off to Toronto for the final leg of the 1996 Shell 4000 Rally. The only contestants were also the only ones to finish! Congratulations, Rainer and Deiter!

### **Words from Clive on the Classic & OVTC:**

The Canadian Classic is over, we are well into the month of August and thoughts turn towards the annual barbecue, the Fall runs and the annual elections. I cannot even start to thank everyone in the OVTC who helped above and beyond the call, but I will try. Mike Crawford who, as location manager, found the restaurant, Mitel and helped scout Concours locations. The registration table ably run by Jane Benco and Lori Day, assisted at times by John Day and Mike Stapleton. The Lanark County run, designed and monitored by John and Jennifer Tierney, ably assisted by Derek Holbeche and Bruce Young. The lunch, most of which was provided through Larry Henderson. TR Olympics, set-up and run by Dave Huddleson. MANY members who helped at the Autocross. Craig Holbeche who organised the Concours location and the MANY, MANY members who volunteered to help marshal the traffic and provide assistance, security and more. Stephen Bourne who transported truckloads of material and Ted Nielson who worked weekends to get the regalia ready AT COST. I know that I have left out names and to those of you please accept my apologies for doing so and my heartfelt thanks for the work you did in support of YOUR event.

The good news that came out of the Classic is that we actually turned a profit for the TTC and in thanks they have enriched our OVTC coffers by \$1,000. Relations with the TTC are now better than ever and any negative feelings that certain individuals may have harboured about 1991 have been put to rest. Externally we couldn't appear healthier. However, internally I find myself concerned about the health and future of the club. After 6 years as a member I see that I have held the presidency for 3. In the past 6 years I have also been newsletter editor for 2 years and membership director for three. In the past six

years, the individuals who replaced me as editor and membership have not had any relief. The Treasurer and Regalia are the same individuals that we started with 7 years ago at the forming of the club! The club has taken on an appearance of being run by a clique for the sole enjoyment of that clique.

I have asked two members of the club, members who have not held any position and who would not normally be perceived to be part of any clique to form a nominating committee. This committee will attempt to find candidates for the positions of President\*, Vice-President, Editor(s)\*, Membership, Treasurer and Regalia\*. The positions with \* have already stated that they will NOT accept an Executive position again this year in the club. Nominations will open at the August barbecue meeting and will close at the September meeting, at which time we will hold the elections. We must have new blood and new thoughts. Without them the club will surely cease to exist. This possibility concerns me because I have put a lot of effort into the club. But the effort was put in with a view to providing a vehicle (no pun intended) for the enjoyment of Triumph cars for all members. The effort was not put in to 'entertain' the membership without any need for work on their part. As I look back on my contributions, I feel a great deal of pride. I pass on to the new Executive a club that is approx. 70 members strong with a healthy bank account. We are recognized as the club that runs the Richmond Car show, we have a professional looking newsletter, we have well-attended monthly meetings, many of our members now know each other socially, and much more. To the new President I pass on my best wishes and my assurances that the feeling of accomplishment that comes with the job is second to none.

### **Boot'n' Bonnet Tour of Prince Edward Cty:**

I wished I could've made this event, being from the Belleville area. Alas, it was not to

be. Joe Lightfoot and the Boot'n'Bonnet Club put on their usual excellent hospitality, and of course, the scenery in the County is like no other.

Apparently, there were a couple of folks who might've wished they'd missed that weekend: Joe & Doreen Lashley hit a deer in their TR8 on the return trip, and David Stock of the B'B also had a 'venison encounter' the same weekend. According to Joe, they were motoring along the highway when this full-grown male comes out of the woods and proceeds to run down the middle of the road! Joe had no choice but to catch the bull in the back of its legs: the deer plunked it's butt on the hood of the car, then rolled over the windshield, over the top (which was up, luckily) and off the back of the boot. Joe's car suffered front end damage, a butt-print on the hood, a torn top (luckily it was a mohair top, else the deer may have been in their laps!), a broken windscreen and some minor dings at the back where the deer rolled off. And get this - the deer got up and ran off into the woods. In this match of "TR8 vs. Stag", the Stag got the upper hand.

Not to fear, folks - Joe's car has been repainted by Milano's (another super job!), and the new top is on order from Liverpool. As Joe points out, luckily the 'wedge' shape helped scoop the deer up and over: he figures a 'brick' (TR6) would've taken the full impact and been done in! No problem there - I've got the parts for that sort of thing!

### **Jag-Morgan 'Voyageur' Rally:**

July saw the Jaguar and Morgan Club host their 'Voyageur Rally' in Eastern Ontario. Three Triumphs (J&L Day, Martin Harasek & Jane Benco, and the TR8-less Lashley's in Benco's TR6) turned out for this event (after John had to push-start Martin's car). A total of 15 cars turned out for this year's Rally. The Rally was a tricky event, taking the cars on a winding tour through Eastern Ontario,

ending up at the Ashton Pub later in the afternoon. The Rally combined intricate navigational instructions with testing trivia questions along the way. The navigator had to pay close attention to both the instruction sheet and the questions. In the end, Team TR reigned supreme, as we were the club team to complete the course with the lowest combination of time and trivia penalties, coming in 6th, 7th and 8th! We knew we were doing o.k. when at one of the later check points, we were asked "has anyone seen car number 1 out there?!" (we were cars 12 to 14 at the start!).



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### **Monte-Carleton Rally & Boot'n'Bonnet:**

These two events had competed in the past: now they were combined to produce a fun day trip and car show in one! The Ottawa MG club hosted the 8th Annual Monte-Carleton Rally, similar to the Voyageur Rally already described. The destination for this year's Rally was the Boot'n'Bonnet British Car Day in Kingston City Park, right in the heart of Queen's University and the St. Lawrence River.

The Triumph Club was hoping for a big win like we had for the Voyageur Rally. In the end, we had a sole prize - a Second place for Martin Harasek (driver) and Steve Lashley (navigator). They must somehow figure out how to share the silver beer stein award (that won't be easy!). That was the only prize claimed by us Triumphs, but at least the

weather was perfect for such a trip - sunny and much cooler than the previous weekend.

The drive home followed the 1000 Islands Parkway along the St. Lawrence to Cardinal, then north to Ottawa. Another great weekend for sports cars!

### VTR Meet in Albany - N.E.T.:

By David Huddleson's accounts, and by the pictures/article in the New England Triumph, Albany was a good test of a TR's weatherproofing! The judging had to be done under the canopy of one of the hotels, two cars at a time. Nonetheless, around 250 cars made it to Albany, and there can never be damp spirits whenever TR owners get together, despite the weather.

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### Triumphs on the Internet:

The Toronto Triumph Club now has a home page on the Internet:

<http://worldchat.com/public/triumph/home.htm>

It's still in the development stages, but these things take time. Hey - what the heck, they're on the 'net now anyway.

### Randy H. off to B.C.:

Unfortunately Randy's new employers insisted he be in B.C. by late July, so he wasn't able to attend the Classic. He did get

his TR6 going before he left, and he assures us it drives like a new car (well, it is!). You missed a good show, Randy - you would've been the only 'Inca Yellow' car there!

We're going to exchange newsletters with the B.C. club Randy's now with, so they can see what sort of folks he had to associate with in Ontario.

### Mike C. - on the road -at last!:

Mike Crawford's TR6 is out of the Mills's garage and on the road, after intensive effort on Brian and Julio's part. Now the rest of us can borrow Brian's pit again!

### Oil Drips (by Julio):

- John Pritchard did some nifty welding to the 'candy cane' TR3A recently. The whole passenger side frame from front to back was broken or about to break. John cut that section out with a torch and then replaced it, with the body still on the car! John told me he'd never done one this way before. Before long, there were flames licking around the wheel wells and up past the carbs. The old section was off, and then John welded the new section in its place. Now the frame is as good as new, and the 3A is on the road again! Thanks to John for a fantastic job!
- I guess Shaun's car was lonely and wanted the company of other 3A's, so it joined John P.'s and my cars in Hallville to get a transmission replacement. Sounds like a simple job - take out the old one and put in a new one. Nothing's ever that simple, but before long, Shaun was back on the road again.
- Derek has 'Daisy Mae' (the Herald) on the road again after repairing the frame (and reattaching his errant wheel). He says it's still not sitting right, and needs



some minor adjustments. Derek - no sampling the wine while making repairs!

- John Day managed to obtain a rare "Triumph Sports Owners Association" badge, as issued by the factory-sponsored club in the 1950's and early 1960's. It was on the TR6 sold by Bob LeMessurier last month. John saw the car while having his Honda's oil changed at Global Auto. He contacted the new owner (a friend of a colleague of John's), and persuaded her to sell it to him.
- I picked up a neat little souvenir myself - a 1950's vintage Avon after-shave bottle in the shape of a TR3! Joe Lashley also got a similar bottle in the shape of an E-type Jag. Nifty little items!

#### **Classified:**

- I haven't had any calls for people wanting to sell their cars - I guess that means they're all working properly(?).

#### **Next Month:**

- OVTC Executive election commences.
- Report on Watkin's Glen, Stowe, Bronte Creek meets (a busy month for shows).
- Lots more!

#### **Final Tech Tip - Differential Fluid:**

I just thought I'd add this item as a word of warning to those TR6 drivers who have carefully checked their motor oil, coolant, and even transmission fluids in the past on a regular basis. One question - what about your differential fluid? Don't think that just because the differential is a 'sealed unit' that oil can't get out. Besides, over 20 years have passed since most Triumphs hit the road, so even the slowest of leaks will eventually hit bottom. A burnt-out diff is not something anyone wishes to face.

A similar fate met Ian Evans, the Chairman of the TR Register in England, as he reported in the latest issue of 'TR Action'. His TR had begun making a loud 'whine' in the rear end, and when he had removed the diff and given it to a knowledgeable friend for inspection, it turned out the diff had gone dry, and the pinion bearing had turned blue from the excess heat before finally failing.

I recently had my rear tires off for balancing (I had some noticeable shimmy while driving, now no longer present), and thinking of Ian's experience, decided to check my diff fluid at that time.

TR6's didn't include a drain plug in the diff, so I can only go by how much fluid I had to add to reach the top-up point, the side fill plug located on the passenger side. I would say I added a good 600 ml to a differential whose capacity is only little over a litre - yikes! That was too close for comfort!

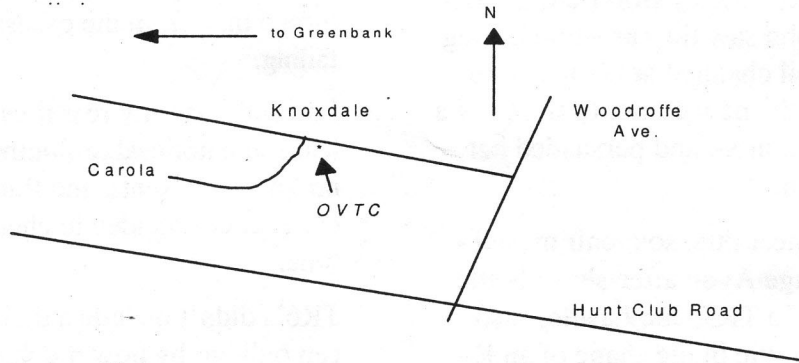
One tip that I can suggest when filling the diff is to use a large syringe, one with a 2 oz./60 ml capacity like I used. Once the fill plug is removed, the syringe makes a convenient tool for squirting just enough gear oil (use Castrol 'Hypoy C' 80W/90) at a time to observe when the hole just begins to leak fluid). This hole is easily accessible between the rear diff mount and spring. What makes the process awkward is that the drain plug is a square and not a 'hex', so you can't just put a socket on it - you have to get underneath the car to at least get the plug off with a wrench. I found an 11mm wrench fit the best on the drain plug.

Once the diff was topped up and the wheels replaced, I'm not sure if it was my imagination or not but the car felt a little better following the job. What I know is that I felt better knowing just how much fluid was in now compared to before!

***See you at the BBQ!!***

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which it distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Clive Law President 820-7350 fx:820-1288	John Day Editor 723-9876	Martin Harasek Vice-President 823-1276	David Huddleson Membership 822-1315	Jane Benco Treasurer 727-8113	Pat Mills Regalia 825-1698	Julio Benco Editor/Events 727-8113
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.

*The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)*



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