



The Dashpot

March 2020

This month:

Presidents Report, Membership Renewal,
Logo Update, Darts Tournament Review,
The Sports Car Wave

Presidents Report

Spring is in the air, but we know that winter in our area can last beyond the end of March, so it will be a while yet before our cars are back on the road.

Winter was definitely present on the day of our January meeting, so I was pleasantly surprised to see a room full of people at the Glen – so surprised that I completely forgot to announce that Len has undertaken a very important new role within the Club – he is now our Official Historian and Archivist. His knowledge of Club history, events, people and their cars is outstanding, and this was recently proved when I received an e-mail from a gentleman looking for information about an MG Y/T with a modified dash – one of only four imported to Canada in 1949/50, he said, possibly through an MG dealership in Ottawa. Len was able to give me names of several past and current Club members and other people who might be able to help, and I got in touch with them and passed on their responses and contact info to the gentleman concerned for further follow-up. He was most appreciative and said he would keep me posted on his progress. MG people helping MG people – thanks, Len!

Safety fast! and roll on Spring!
Trish

Membership Renewal

A reminder that membership renewal emails have been sent to all club members. Renewal cost is only \$35, if you renew prior to the end of May. After that time the cost is \$40.

Note that the March meeting has been
cancelled due to COVID-19, see
broadcast: [Saturday March 14](#)

The next meeting is [April 16th](#)



NAMGAR
North American MGA Register

Looking Forward

March 19

[Monthly Meeting](#)
CANCELLED

April 3

[Kimber Festival 2020](#)

April 16

[Monthly Meeting](#)

April 19

[Ancaster Flea Market](#)

April 25

[OMGC Spring Tune-Up](#)

May 3

[Boot 'n Bonnet](#)

Drive-In Movie

Don't forget to send in
any movie suggestions for
the [Drive-In movie event](#)
on June 13th. DVD's are
accepted!

Contact Terry Haines
freyung@gmail.com
or Len Fortin
fortinlgf@gmail.com



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

30th Anniversary Special Emblem

The contest to design a special emblem, as we celebrate our 30th anniversary this year, attracted entries from Mike Price, John and Julie Hornshort, Len Fortin, Melanie Hopkins and Leonard Mayor.

The selection committee was Mark Evanchick, Sarah Arscott, Terry Haines, Julia Fortey and Trish, and the merits of each design were discussed. The final decision was to go with the suggestion by Melanie Hopkins – to adapt the emblem that was used for our 20th anniversary.

Thank you to all entrants, and congratulations to Melanie. Thanks also to Dave Whitehead, who did a great job on the edits, and Sarah Arscott for getting it on the proof of the 2020 calendar just before it went to print. It will be used in a variety of other ways throughout our 30th anniversary year to identify and promote our Club.



Ottawa Valley Triumph Club's annual Darts Tournament, Saturday, February 15 - Trish Adams

This is always a fun afternoon, socializing and enjoying some friendly rivalry with members of the Triumph and Jaguar Clubs, and this one was no exception.

OMGC was very well represented by Jeff and Cheryl Cohen, Len and Deb Fortin, Andy and Cathy Lonie, Mike and Derek Renton, Paul Grant and Robyn Smith, Don Barr, Mike O'Brien – also a member of the Ottawa Jaguar Club, and he played for them – Ivan Wood, who teamed up with his long-time buddy, Roy MacRae, another member of the Ottawa Jaguar Club. Roy said If they won, he'd be taking the trophy for the Jaguar Club. "Don't hold your breath," was my reply! Andy Lonie teamed up with Don Barr, and Cathy and Trish played together (badly!!)

After a great deal of intense dart throwing, Andy and Don made it to the final game, which was played against Ivan and Roy. In a nail-biting finish, where Ivan and Roy needed to land a double 2 to finish, and Andy and Don needed a double 1 to finish, Ivan missed the double 2, leaving the door open for Andy and Don to rise to the occasion. Andy stepped forward, took aim and released his dart, which arced gracefully toward the board, and..... straight into double 1, bringing the trophy home to OMGC for the 3rd year in a row. Bill and Andrea, who won the trophy for us the last 2 years, couldn't play this year as they were visiting family in BC, but they send their congratulations to Andy and Don, and are delighted that the trophy stays with us for another year. The Bill said. "Don't get used to the glory 'cos we'll be there next year."



The winning team!



Andy and Don accepting the trophy

The Sports Car Wave - Author unknown

Once upon a time, when I was a young man, sports cars roamed the earth in their natural state, driven daily by people who thought of them as fun cars and real wheels. These were generally happy people. Who wouldn't be happy on a nice day with the top down, open roads and the roar of the exhaust in one's ear? These people knew something others could only guess at – namely, that driving is fun and a good thing, and there is more to the journey than the destination.

On any given day, one would see not only MGs but also Sprites, Triumphs, Porsches, Alfas, cars by Jaguar, Morgan, Healey, Fiat, Datsun, and even the occasional Lotus, Elva, Cobra, and others – too many to remember. The drivers of these cars knew they were involved in something very special, and they knew the other drivers of these cars also knew this. From these special feelings grew a brotherhood and, yes, even a sense of conspiracy, knowing we were different from the people in "sedans" (possibly leading directly to latter attempts of the 60s generation to form into communes, and the whole flower power generation, etc.).

This camaraderie was acknowledged by waving to one another – a practice which seems to have largely died out in the last 25 or 50 years. In the ensuing years, the sports car "wave" has become under used, nay, unused and unappreciated. I have done some field research, and it seems no one will return a "wave" these days. In the "Good Old Days", the "wave" was widely practiced, learned, and used by each new owner of a sports car. As with most things in the human world, as time went on the "wave" was refined and evolved into a highly ritualized salute between car owners. In its highest evolution, there were even articles written about appropriate waving between owners of differing makes of automobiles (quite likely in *Road & Track* magazine, among others). Since we are a club of sports car owners and users, it is up to us and others like us to step up and revive this grand tradition. So, I propose to discuss the "wave," its use, and application.

First..., when driving a sports car, it is appropriate to "wave" at any oncoming sports car, or one that is stopped next to you at a stop sign or light. If the other driver can see you, give him or her a "wave". A sports car, for purposes of identification, is any car with its top down and less than four doors / seats, or any other car you recognize as a sports car. All MGs are sports cars, all Ferraris, Maseratis, and Porsches are sports cars, not all Jags are sports cars. Corvettes are your call (the editors refused to add a note here). No Buick, Cadillac, DeSoto, or Lincoln is a sports car. Thunderbirds with two seats didn't use to be sports cars, but we need all of the help we can get these days. Vipers are definitely sports cars.

Second..., the "wave" is hierarchical – the obligation to initiate the "wave" starts with the lesser car and is returned by the greater car. It is understood that some cars are greater (more desirable) than others. Thus, Sprites are to initiate the "wave" to MGs, MGs to Healeys, Healeys to Jags, Jags to Ferraris – you get the idea. Everyone initiates the "wave" to Ferraris, Cobras, and Lotuses. Generally speaking, if you would trade cars with the other guy, then you should initiate the "wave." Younger cars initiate the "wave" to older cars, if you can tell the difference in ages. Everyone should initiate the "wave" to MGTCs; MGBs initiate to MGAs, etc. and so forth.

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Call for content

Do you have photos, articles, or other MG content that might be of interest to club members? Send your ideas, articles and photos along to newsletter@omgc.info for possible inclusion in a future edition of The Dashpot.



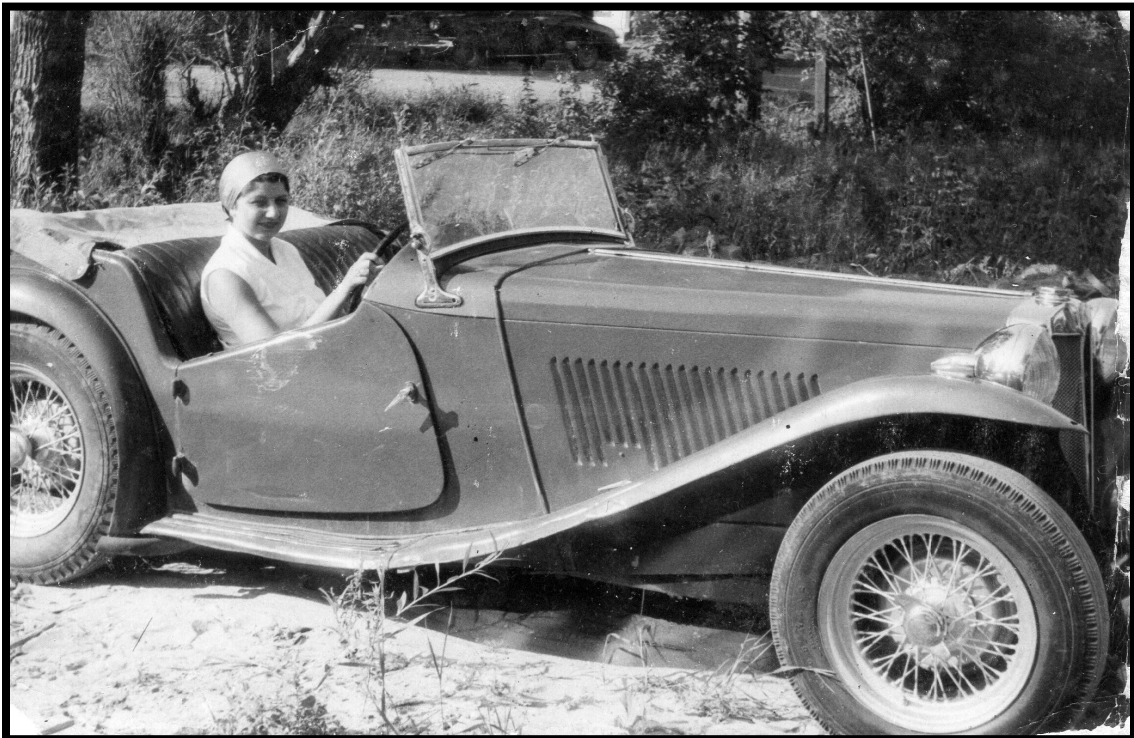
The Sports Car Wave (cont'd.) - Author unknown

Third..., the "wave" itself. Recognizing the hierarchy above, the "wave" between equals is a hand raised from the steering wheel (you are driving with both hands on the wheel?) with the palm facing the oncoming car and all fingers pressed together and extended fully (as opposed to the way some folks do it on the freeway). The hand only needs to be raised a few inches from the wheel. In the event one needs to extend the "wave" to someone up or down the social scale, the "wave" is more or less energetic or exaggerated. Thus, if a Sprite encounters a Cobra, the Sprite driver is expected to initiate the "wave" and may stand up on the driver's seat and wave both hands over his head energetically. The Cobra driver may properly raise a single index finger to acknowledge the Sprite. Although this may be an exaggeration, that's the idea. Thus, when driving your MG, and encountering another MG, "wave" to it as equals; when encountering an Austin Healey, "wave" with the hand a little higher and with a little more enthusiasm; raise your hand higher still and "wave" it side to side when you see an XKE,

Fourth..., all sports cars are to be waved at. Even those from "other countries," including the German ones. Yes, the Japanese cars should be waved at.

Fifth..., since the habit has withered away and it is necessary to reintroduce it to the world at large, I suggest we temporarily rat-hole all of the distinctions as to what to do to what car and "wave" at all sports cars. At some time in the distant future the ritualization of hierarchical status will undoubtedly creep back into the practice. But for now, take the initiative and "wave" to everything with the top down. Democratize the process and expose someone to another of the joys of sports car ownership.

Remember that not everyone has had the blessings that we have and forgive them if they don't know the rules. People driving Miatas, Z-mobiles, and Porsches haven't been properly introduced to what sports cars are all about; they thought they were buying a car, or transportation, or even status (may God help them!) when they should have been buying into a lifestyle.



Learning to drive, MG style - 1957

Submitted by Jules Morissette