

**March
2020
EDITION**



Our thoughts should go out to all those affected by recent floods up and down the country. In Snaith, Yorkshire, this MGB and other classics were being rescued from a flash flood. Many more cars must have been ruined.

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inc. taking cars into the EU**

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MGs in Cuba

**Plot & Go run report to
Boringdon Golf Club**



ENJOY YOUR MG MORE WITH TVMGOC



Secretary's Report



Hello Everyone,

Sorry we missed the last meeting because Neil and I went to Egypt. We had 3 days in Cairo and then a week in Hurghada where Neil's sister lives. The weather was sunny, though cool in the evening and a bit windy for a couple of days. It was nice to have a bit of sunshine after the constantly wet and dreary weather we have been having here.

Talking of dreary weather, it was pretty grim for the 'plot & go' Sunday lunch run start. Plenty of members turned out despite the weather (not everyone brought their MG though, can't think why) and everyone was in high spirits. The roads were very wet, but no one drowned and the food at the Boringdon golf club was very tasty. Many thanks to Val and Ade for arranging their last run prior to their 'big adventure'.

I'm sure we all wish them lots of luck, happiness and enjoyment.

You are probably aware that it is the AGM at the March meeting. I will be stepping down as Secretary and would just like to say what a lovely, friendly bunch of people you are. No-one ever moans or complains, you are always enthusiastic, and it has been a pleasure being your Secretary.

If anyone has decided not to renew their membership this year, could you please let me know, then we won't keep reminding you.

Best Wishes & Happy Driving

Pam

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Notes from your Chairman



Hi everyone,

This time last year I was mentioning a spell of sunshine and soaring temperatures. How different this year with Storm Ciara and Storm Dennis to deal with. Although we have had high winds and incessant rain, thankfully most of us have been spared the flooding of property that has occurred around the country. I am not trying to be flippant, but just imagine going out to the garage and finding your MG under water.

Once the weather improves there will be a lot of catching up on those jobs outside which we have had a convenient excuse to put off recently.

The February Sunday lunch organised by Val and Ade was one event that could so easily have been spoilt by the weather, with their 'Plot and Go' becoming a 'Plot and Stay' over more tea and coffee. However, our members are becoming a little bit more hard-core these days and braved the flooded sections of the route, with most in their daily drivers, it has to be said. However, two couples did use their MGs and one was an MGB roadster. Well done to Clive and Liz for showing us how it should be done. A good lunch was enjoyed by all after our bravery, at Boringdon Golf Club.

This event was Val and Ade's swansong as they head off for a life on the canals. They have put a lot of effort into their club membership and provided us all with numerous enjoyable events. I am sure you join me in appreciating all their hard work and wishing them well for their boating life. Hopefully they will join in with us once again as winter beckons, as they still remain members.

The club's AGM is now imminent, and I really hope that you will be able to come along and oversee the club's due processes. One of those processes is the election of a new committee for the new club year, March 2020

to March 2021, in particular welcoming a new club secretary to the committee and thanking Pam for a job well done for the past 4 years.

Alison and I have found time to drive our route for the Drive It Day, Club Treasure Hunt and Sunday Lunch to be held on 26th April. All we need now is to finalise the clues and route instructions.

I have been talking about doing this for the last year at least, but at long last I have renewed the dampers and bushes on the front suspension of my MGB. All looks very clean and pretty and it seems a shame to get it all dirty once again.

Safe MG motoring,
Alan



Event Secretary keeping it wheel



Dear all,

Firstly, a small apology. There are a couple of items in this newsletter about me. No change there then, I hear you say, but they are related to classic cars so, as Miranda Hart likes to say, 'bear with', and anyway there's not much else to write about at this time of the year.

As you probably already know, I like Facebook because it keeps me in contact with MG news and owners from all over the world. Recently, someone posted a photo of an MG in Cuba, a place Jan and I have visited, and I thought you might like to see the image, but as I delved further, the story grew a little more than initially intended. I hope you find the result interesting – once I get stuck into a topic, I can become mildly absorbed. There are also a couple of videos on YouTube you might like to watch. Please do give them a view, and if you know nothing about the Cuban car scene, trust me, your mind will be boggled.

People & Places 6 on Sunday 13 September

An advert for our club's People & Places run should appear in the March edition of *Enjoying MG*. Behind the scenes there is a club sub-committee comprising Janis in charge of the catering at the start and finish, Peter doing all the admin, and myself, ably assisted by Jan, devising the route. Together, we have been busy planning what will be the biggest day of 2020 for TVMGOC.

Very soon entry forms will be made available and we will send them out to all members via email. If you are not on email, then please ask Peter for a form at a meeting. As usual the run will be limited to 50 cars and already Southampton and New Forest MGOC have reserved 11 places. I mention this because for PP5 in 2018 some of our own club members were amongst the last to enter and squeezing them in pushed us over the 50 limit. You have the date to make a note of, so when you receive your entry form please get your name down as soon as possible as it will really help Peter to know how many places are available to non-members. To quote an over-used phrase, your cooperation in this matter will be greatly appreciated. The closing date is 15 August but please try to commit well before then and make sure you don't miss out.

True story

I saw a girl wearing a hoodie on which was written ALCATRAZ HOWARD. Strange, I thought, have I been caught out at last? Is there a cell in San Francisco Bay waiting for me?

Then I saw that her scarf hid part of the words. It actually read ALCATRAZ PSYCHOWARD.

Happy MGing!

Howard (or is that PsychoHoward?, Ed.'s wife) (Huh! Ed.)

Send submissions to eventsecretarytvmgoc@gmail.com or mediatvmgoc@gmail.com

TVMGOC EVENTS 2020



Upcoming events

The most up to date and detailed information on all 2020 events can be found and downloaded on the [Event Diary Page](#) and the [Entry Forms page](#).

See: www.tvmgoc.org.uk

15 March	Sunday lunch run	To Bearslake Inn, Lake, Sourton, Okehampton, EX20 4HQ Organised by Pam & Neil. Meet 10ish at the Dartmoor Diner for tea/coffee to depart 11am. Lunch at 12.30.
26 April	Drive It Day TVMGOC run & lunch with the Treasure Hunt trophy	Organised by Alan & Alison. Meet: Jennycliff car park, PL9 9SW. Time: 10.00 for coffee at Jennycliff Café. Run only: 10.30; depart 10.45 Venue: The Moorland Hotel, Wotter, near Plympton. PL7 5HP Lunch: 1pm for 1.30pm.
3 May	Keat's 'Walk in the Woods' open day	For local charities at Foxhams House, Horrabridge, PL20 7QT 2pm to 5pm. Light teas provided, £2 entry.
15 May	Friday supper run	To the Cuddy Shack. Organised by Sally & Keith - Details TBA.
16 & 17 June	'Not the Bluebell Run' run with Bristol MGOC as they visit the South West. Saturday in Cornwall, Sunday in Dartmoor, S. Devon to end in Wellington for tea. TVMGOC members are welcome to join. Email Violet and Richard vajr198@gmail.com	
17 May	Killerton House Classic Car Day	Free entry to NT members with cars. Entry form on our website. Closes 6 April.
17 May	Atlantic Coast Express Run (ACE)	Organised by Devon & Cornwall MGCC. Start: Bettie Cottles Inn, near Okehampton. Finish: Petroc College, Tiverton. Entry details on our website. Closes 30 April.
17 May	Boconnoc Gardens & Classics in aid of Marie Curie. Form on our website. Closes 30 April.	
23-25 May	Launceston Steam & Vintage Rally – entry form on our website	
31 May	Moor2Sea	Taking in Exmoor– entry form on our website. No closing date given.
5 to 14 June	Ireland	A holiday, not club tour, organised by Howard & Jan
7 June	Tavistock Steam & Vintage Fair – entry form on our website – closes 15 May	
21 June	Morwellham Quay Father's Classic Car Day - Club groups can all park together if the organisers are advised of numbers in advance. Individuals are also welcome if the Club is unable to attend.	
10 - 12 July	Operation Cotswold Caper organised by Peter & Jan (includes the Pudding Club on Friday evening). You must also enter the Cotswold Caper Sunday run directly – closes 13 June.	
24- 26 July	Boconnoc Steam Fair – Entry form on our website.	
26 July	Tregethan Gardens Classic & Country Show. Entry forms on our website. Closes 30 June.	

Many members like to know who else from the club is attending a particular run or show so they can buddy up. I can only share this information if you tell me what events you have entered, so please email me and I will start sending out lists of attendees, as I did last year.

Lunch and supper runs - book early to avoid disappointment

It's terrific that most of our lunch and supper runs are so well attended. Participation in these demonstrates how much members enjoy each other's company, and we are all grateful to the organisers who go to great efforts compiling lists and coordinating food orders at their venue. Signing up early is becoming essential. Squeezing extra people in after a list is closed is both a chore and often impossible. Anyone who has organised a run will know that it's not easy to find places that can accommodate perhaps over 40 people all arriving and expecting to eat at the same time. Without exception, the lists say how many places are available to us. If there are any changes you would like to make to your order, then contact the run organisers to see what might be possible at their venue.

If you want to take part, get your name down early, as some people have been disappointed because they left it too late. Once a list is full, it's full.

Dates for your diary lunch & supper runs in 2020 – we need organisers for June please		
March	Sunday Lunch run to Bearslake Inn, Lake, Sourton, Okehampton, EX20 4HQ organised by Pam & Neil. Meet 10ish at the Dartmoor Diner for tea/coffee to depart 11am. Lunch at 12.30.	15 Mar
April	Drive It Day + Treasure Hunt Trophy – to Moorland Hotel at Wotter. Alan & Alison.	26 April
May	Friday Supper run – to The Cuddy Shack - Sally & Keith.	15 May
June	Friday Supper run – TBA (Cars going to Ireland will miss this).	12 June
July	Operation Cotswold Caper – Peter & Jan S.	10-12/13 July
July	Friday Supper run – Keat (a week later than usual to avoid the Cotswold trip).	17 July
August	Friday Supper run – Simon & Charlie.	14 Aug
September	People & Places – Howard & Jan.	13 Sept
October	Lunch + Tulip Trophy run – Alan & Alison.	18 Oct
November	Lunch on 3 rd Sunday – John & B.	15 Nov
December	No Lunch run – Christmas dinner.	2 Dec

Drive It Day rally plates

Each year the Federation of British Historic Vehicle Clubs encourages owners of classics of all kinds to get out onto the roads and show off their vehicle on Drive It Day. This year our club event is being organised by Alan and Alison on 26 April and we hope as many of you as possible will take part.

Once again FBHVC is making their Drive It Day rally plate available, but this time direct from the manufacturers, Dragonfly. Should you wish to order one, there are two types, one dated 2020 and the undated one opposite which costs £8.95 but can be used year after year.



Here is the link to them: <https://shop.dragonflyrally.co.uk/>

MG LIVE!

After being cancelled in 2019, *MG Live!* will be held this year on 13 & 14 June. Silverstone is 220 miles from Plymouth, which is why I've not listed it above, but this is "the largest MG event in the world" so perhaps it's worth considering as part of a nice mini-break. For details just Google it.

♪ Money ♪

Here's a place to visit in July which you have probably never heard of and which could make a smashing day out. Each summer, Pink Floyd drummer and uber petrolhead Nick Mason opens his gardens to the public and puts on a display of his car collection.



Middlewick House in Corsham, Wilts is a Grade II listed house bought by Nick and his wife Annette in 1995 from the Duchess of Cornwall. Each summer they open the gardens as a fund-raiser for local charities. Nick also displays his enviable collection of classic cars. He is particularly fond of Ferraris, and the jewel of his

collection is a 250 GTO. Nick bought it in 1977 for a giddy, and some said foolish, £35,000. A similar car recently sold for \$46,000,000 – cue the Pink Floyd track in 7/4 time ‘Money’. Despite its value, Nick takes his car out racing on a regular basis.

Other cars in his fleet include examples from Porsche, McLaren, Bugatti, Maserati and...Austin – apparently Nick loves his Austin 7. For those not interested so much in cars - there are such strange people about – there are craft and cake stalls. This year the open dates are Saturday 18th and Sunday 19th July. Middlewick House is near Bath.



News snippets



Driving in Europe

Now we are out, has anything changed regarding taking our cars abroad? On 1st February, the day after the Brexit withdrawal agreement came into force, top brass from Scenic Car Tours took a trip across the channel to find out if anything had changed at the ports of Dover and Calais. It was, in the words of a security official, “business as usual”. Judging by the video they made of the trip it was a complete non-event. They subsequently posted this image and said:



The UK has now entered an 11-month period, known as the transition, that keeps the UK bound to the EU's rules until 31st December 2020.

The good news, however, is that for travel to Europe in 2020, it's business as usual!

*After 31st December there is still a possibility that the UK could leave the European Union without a deal. However, **for anyone travelling to Europe in 2020, nothing changes and you will NOT be required to do anything different or have any additional documentation.***

Jan and I have been keeping a watch on this issue in advance of our trip this summer to Ireland and concluded the same, though we will continue to monitor the situation. It is still prudent to carry any relevant documentation such as your driving licence, car insurance, MOT certificate, car registration docs, breakdown cover etc. as well as other standard requirements for driving abroad, such as a GB sticker. An International Driving Permit or insurance Green Card are not currently required. If your car is safe and legal in the UK, you can take it into the EU without issue. We are also covered by European health care, at least until 31 December. After that....?

Classic sellers run short of cars as buyers return

So says CCW who report that dealers from across the UK are witnessing a surge in interest from people buying older cars. It has been reported that 2019 was a difficult year, with the market affected by uncertainty caused by Brexit. Following the signing of the withdrawal agreement, potential buyers in the UK and across Europe feel that trading conditions are now more confident. Why this may be is open to debate as we are yet to strike, or not strike, a deal with the EU when we leave at the end of this year. Despite Boris’s election mantra, there is still a long way to go before we “get Brexit done.”

Chris Barnes of the dealership of the same name said, “I’ve sold more cars in the past three months than I have in the rest of 2019...we are now running out of stock.”



Sunday Lunch Plot & Go Run to Boringdon Golf Club



Dennis the menace

In the aftermath of storm Dennis, intrepid members met at Finla Coffee, Plympton for this year's Plot and Go Run. We were issued with a map and grid references and carefully plotted the route.

Ade informed us that all roads were still passable as he and Val had got up early and already driven the route.

The scenic route, skirting around Dartmoor, was as dramatic as ever with a lot of lying water deposited by the storm, being at least 6 inches deep in places.

All 12 cars arrived safely at Boringdon Golf Club where we were joined by other club members, making 41 in total, to enjoy an excellent carvery.

Ade and Val thanked everyone for turning out on such a windswept day and presented Clive and Liz with a prize for braving the elements in their MGB. Ade stated that they would still remain members of the Club despite their imminent adventure into life on Britain's inland waterways. Alan responded on behalf of the whole Club to thank Val and Ade for their support and enthusiasm during their time with TVMGOC and wished them every success in the future, the sentiment of which was endorsed by all.

Helen & Iain

P.S. I'd also like to add my own thanks to Ade and Val for all they have put into the club, very much helping to make it rather special. I hope we will all see them again before too long. On a personal note, ever since I took the role of Event Secretary, Ade, who previously held the post, has made sure the reins didn't slip through my fingers and he wasn't too cruel with the whip! Consequently, I am doubly grateful.

One thing I'll never forget about Ade and Val is, not long after I joined the club, and very much a newbie to the MG scene, I was at home and about to go on a run with my dad Ed, but I couldn't get my car to start. Eventually it did fire up and I called Ade's mobile to say we would be late but were on our way. When dad and I arrived after everyone else had left, Ade and Val had stayed behind and were there waiting for us to check we were OK. They really didn't have to do that, but it was a very touching gesture that brought a bit of a lump to the throat, I don't mind admitting.

Missing you already Howard



I'm writing this while cooking our supper and with half an eye on an old episode of Wheeler Dealers. That's three things at once – who says men can't multi-task! Anyway, Mike and Ed are ~~tarting up~~ renovating a Ford Fiesta XR2.

This takes me back many years to 1990 when I was directing *Delia Smith's Christmas* for the BBC*. Delia lives in a quaint thatched cottage near Stowmarket in Suffolk. The series was filmed in the kitchen set she had built inside her conservatory. The real hard work was done in her actual kitchen by behind-the-scenes elves.



Delia, and not a daffodil to be seen.

Before we could start, I had to remove all Delia's daffodils from her garden, as they could be seen through the conservatory windows. Since the programmes were being shot in May for transmission the following December, the daffs just had to go, and anyway darling, we had a strict red and green Christmas scheme going. Madame was not pleased.

It was all a long drive away from my base in Plymouth. To get there, I used to specify an XR2 as my hire car because it was no more expensive than other saloons and was nippy and quick...very quick.

Every Monday for a few weeks, leaving home at the crack of ridiculous, I well remember ~~zooming~~ a leisurely drive along dark, deserted motorways, heading east towards the slowly revealing sunrise.

Oddly, at 70mph the XR2's speedo overread...by a lot. At least I didn't *seem* to be going faster than the legal limit. Apparently, many owners of fast Fords say they experience the same thing...m'lud.

At the time, Jan was going through what would become a trio of Renault 5s, each of differing specs. Then she bought a smashing Fiesta Ghia. Both the Fiesta and the Renaults were terrific little cars and I wish today we had room in the Perks' garage for an example of each. Happy days.

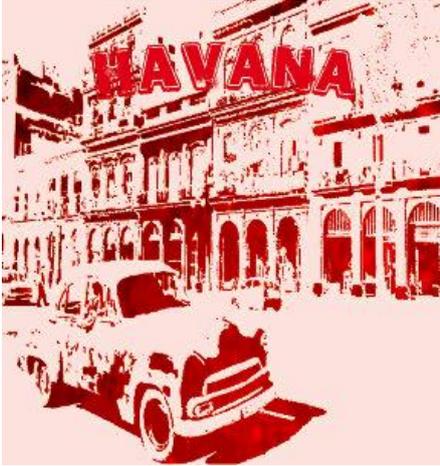
*I first met Delia for dinner in the hushed, draped and richly adorned dining room of the RAC Club in London. She was a member there – I don't think they'd let a common oik like me join**. Knowing that I had a connection to Keith Floyd via my friend who made his programmes (that's another story sometime) Delia was afraid I'd try to change her school mistress style and turn her into some kind of Keith lite. I assured her I wasn't as daft as I looked! Let's just say both presenters were at the top of parallel but rather different leagues.

Talking of leagues***, Delia went on to buy her beloved Norwich FC. She made a fortune from these TV programmes and especially the accompanying book. I did not – such is the lot of BBC staffers.

** TVMGOC has lower membership standards, phew!

***How's that for a neat link? – all those years script writing at the BBC haven't gone to waste!

Pass the cigars and make mine a mojito, as we discover MGs on the island of Cuba



A few years ago, much to the consternation and incredulity of some Americans we had been holidaying with in the Cayman Islands, Jan, our daughter Emily and I visited Cuba. The Yanks were astounded that anyone would want to visit a “commie” country: if you live in ‘the land of the free’ why visit the land of Fidel?

We Brits were allowed to visit Cuba, but the Americans were not back then, even if they had the slightest interest in finding out what life was like under an alternative political system, which they didn't. Perhaps they also dreaded the lack of McDonald's outlets there, but we loved this fascinating place and learned a lot. I was reminded of this when the photo below of an MG in Havana was posted on the Facebook MGA Fan Club page.

Cuba is a country famous for many things including old American cars, but it's little known there are a few MGs there too. Star spangled motors, and a few other kinds, were imported onto the island for about 50 years, beginning in the early 20th century, and especially during the American period of prohibition when Havana was a mecca for partying. Estimates say that in the 1920s there were 7,000 bars in the city, all full of alcohol-seeking tourists. It must have been an amazing time! Great cars continued to be imported during the following decades, but eventually all that was to change drastically.



After what the Cubans call 'The Glory of the Revolution' - an armed revolt conducted in 1956 by Fidel Castro's revolutionary 26th of July Movement aided by Ernesto "Che" Guevara - a U.S. embargo was introduced by Castro, which included a ban on the importation of all cars and mechanical parts. However, the country didn't make any of its own.

You had to be a very devoted long-standing and active member of the Communist Party to be allowed to buy a bike, let alone a motorised vehicle. However, if your family had the good fortune to own a car prior to the Revolution you could keep it. In the past, nicer, mainly Russian, cars were reserved for Communist officials, sports stars and the like. Today Cuba is a living museum of classic cars

These days, there are around 60,000 mainly American classics in Cuba. Experts estimate that about half of these hail from the 1950s, 25% from the 1940s and another 25% from the 1930s. The cars are often family heirlooms, passed down from generation to generation. MGs are there too, as you will see, but they are rare.



As we drove around Cuba in blistering sunlight, we saw men hunched over, repairing engines and suchlike. During the Fidel Castro years, Cuban car owners had to be incredibly inventive to keep their rides running. Without replacement parts - there was no MGOC Spares or Moss on tap - and in some cases without the necessary tools, parts were scavenged or adapted from anything they could get their hands on, and that included cannibalising unsuitable Russian vehicles such as trucks and Ladas. Many are no longer powered by American V8s, B-series BMC engines and the like, but by adapted Soviet diesel engines. Quite simply, Cuban ingenuity has kept these old cars on the road with imperfect parts year after year. Their initiative is amazing.

As of 2011, Cubans have been permitted to buy and sell cars freely but only locally. American car enthusiasts are chomping at the bit to get their hands on classic cars from Cuba. Even if the trade embargo is completely lifted, a current Cuban law bans the cars from being removed from the island. That might change someday. Raúl Castro, Fidel's brother and First Secretary of the Central Committee of the Communist Party, is instigating a slow modernisation programme.

But what about the MGs there? Sadly, there is no information about the above MGA other than that it was spotted in Havana. I asked others in the Facebook group, as it has a world-wide membership, if anyone had more information about MGs in Cuba. One replying contributor confirmed they were imported alongside Austin Healey and Mercedes Benz cars. He also wrote, "I know a fellow that had a Merc 300 SL ragtop that was approached by a general that traded the car for authorization to leave the country" {sic}. That's Cuba for you!

Someone else responded saying, "I've seen a total of three MGA's in Cuba and a TF, and now they have (modern) MG Taxis." Then another person joined the conversation and added this picture of an old Magnette, which is in daily use as a taxi, but for locals, not tourists.



Now the ball was on a bit of a roll. This picture of a car parade in Havana appeared, which I think shows no less than three MGAs, followed a few days later by a rare and lovely dove grey MG Y-type. To cap it all off (so far!) someone else said there are a couple of MGs in a museum in Havana that once belonged to British ambassadors.

All this came from that simple Facebook request I posted, and I doubt the link between MGs and Cuba has ever been pulled together before.



Worth a watch - A couple of years ago I enjoyed a TV series about the Cuban car scene and there are some clips you might like to watch. Just search YouTube for *CUBAN CHROME*.

I particularly recommend an Australian video, also on YouTube, that tells the whole story. Search for *THE CARS OF CUBA*. Frankly, you won't believe what you see. Then I came across a 1995 video that begins with an actual Cuban MG! It might even be the same yellow A as in the picture above. It's presented by a young guy I vaguely recognise. You'll find it by searching for *Jeremy Clarkson's Motorworld S02E02 Cuba*. All I'll say about this MG is that it's not powered by the usual B series engine...and if that's not odd enough, what follows gets really strange...



Received entries	From
<i>Ass making an ass out of the owner.</i>	Howard
<i>Which way to the knacker's yard?</i>	Howard
<i>A good runner but the siren is slightly wonky. It goes Hee Haw instead of Nee Naw.</i>	Jan P.
<i>No long faces in the back please.</i>	Jan P.
<i>I can't quite get to grips with this idea of trying to put the cart before the horse.</i>	Andrew L.
<i>Only an ass doesn't read the instruction manual.</i>	Gavin S.
<i>A new slant on putting the cart before the horse.</i>	Janis
<i>I thought the saying was put the horse before the cart.</i>	Roger
<i>"!m quite enjoying this, it's not often I'm allowed to play back seat driver!"</i>	John H.
<i>He didn't realise that by putting himself before the cart, he was making an ass of himself.</i>	Alan
<i>I've heard of Shanks's Pony but this is taking things a bit too far!</i>	Keat
<i>British Leyland unveil their all-new green hybrid vehicle with a regenerative single Horse Power engine coupled to an optional manual overdrive. The methane emissions may prove too much for some, however the grow-your-own replacement bodywork panels should make the woody shooting brake variant popular with country folk.</i>	Peter S.

And the winner of last month's competition chosen by John I. is Peter, a deserving and inspirational winner. Well done! He will choose next month's winner.

Here's next month's photo requiring a caption.

Your entries by email to:
mediatvmgoc@gmail.com





And finally...



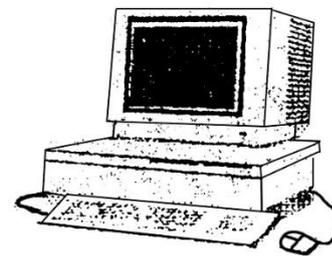
Beware those potholes of Titanic proportions.



Hold on Jackthe council are on their way .

THAT SEXY LITTLE NUMBER, THE COMPUTER

A language teacher was explaining to his class that in French nouns are grammatically designated as masculine or feminine. A student asked the sex of a computer. For fun, the teacher split the class into two groups and asked them to decide whether "computer" should be male or female.



The men decided that computers should definitely be of the feminine gender (la computer) because:-

- No one but their creator understands their internal logic.
- The native language they use to communicate with other computers is incomprehensible to everyone else.
- Even the smallest mistakes are stored in long-term memory for possible later retrieval.
- as soon as you make a commitment to one, you will find yourself spending half your pay cheque on accessories for it.

The women, however, concluded that computers should be masculine (le computer) because:-

- In order to get their attention, you have to turn them on.
- They have a lot of data but are still clueless.
- They are supposed to help you solve problems but half the time they are the problem.
- as soon as you commit to one, you realise that if you'd waited a little longer you could have had a better model.