

RURAL

Jersey Country Life Magazine

Issue 47 | Summer 2024

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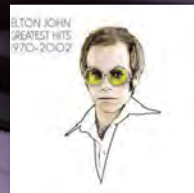
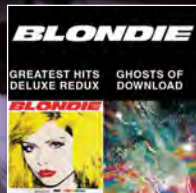
**Motoring in Jersey
– past, present, and
... future?**

Plus - the views of the Infrastructure
Minister, Constable Andy Jehan





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Welcome

An old lady, now long departed from this vale of tears, once recalled to me that, in the early 1930s, she wanted to drive a car. So she phoned up the Constable of her country parish (even now, it might be unkind on any descendants to name which one) to obtain a licence.

She gave her name: 'Are you Major So-and-so's daughter?' asked the Constable.

'Yes!'

'Have you driven before?'

'Yes', (lying through her teeth).

'That's all right then. Come to the Parish Hall and I will give you your licence.'

Evidently, things were simpler in those days.

In fact, there seems to have been a sense of joy in driving and the open road that has become much dissipated in our own age. Think of Mr Toad's glee in motoring ('poop poop!'), or of Dornford Yates' characters taking their Rolls-Royces and Bentleys to central Europe for exciting adventures, or of notions of 'The Fellowship of the Road'...

These days, driving is more likely to mean potholes, traffic jams and the terror of the breathalyser.

Our special theme in this issue is 'Motoring in Jersey: its past, present and future'. Why so, in **RURAL** magazine? After all, we are not exactly a motoring publication. The Island is criss-crossed by roads and narrow lanes, however, with junctions designed for horse and cart, and life in both country and urban areas of the Island without cars, or farming without tractors, would be simply unthinkable – it could be considered only as a total breakdown of our present way of life.



This issue cruises easily down a gentle slope into the warm past, and focuses on the Jersey Old Motor Club's enjoyment of their beautiful vintage cars; then turns back uphill to the problems of the potholed present; then up the steep and difficult path to the future, with all its dangerous blind corners and difficulties, with the weather getting ever bleaker.

Just as we might look back at the great Classical civilisations, and wonder how such educated and intelligent societies, with their fabulous achievements in philosophy, the arts and sciences, could countenance the barbarity of slavery that underpinned their lives, so might future generations, as yet unborn, wonder how we, with our similar achievements and mastery of technology, could ever have had the crazy idea of encasing ourselves in polluting, potentially dangerous metal boxes and using them for travelling by land and air.

'Happy motoring', as Esso used to wish us. In the future, let's keep our fingers crossed that we do.

.....

A handwritten signature in dark ink, which appears to read 'Alasdair Crosby'.

Alasdair Crosby | Editor
www.ruraljersey.co.uk

Front cover image:

Julia ('Jooj') duQuemin in her 1934 Austin 7
Photograph by Gary Grimshaw
See page 16

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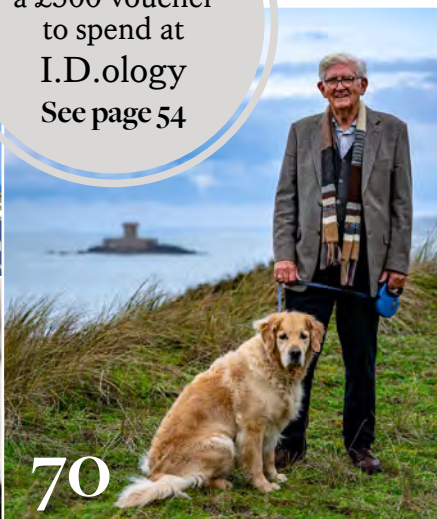
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Contributors

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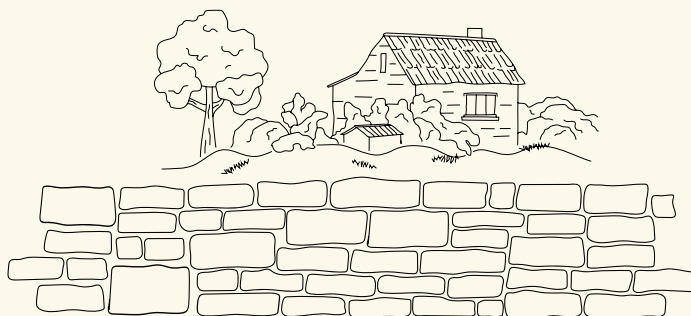
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Over the wall

A RURAL view



The National Trust for Jersey has, at the time of writing, recently appointed a new CEO, Alan Le Maistre. Before joining the Trust, he served on the board of a local charity and he was the founder and director of a rural heritage business and sustainable farm, Le Tâcheron, which helped create the successful ReGen Gathering agricultural conference in September 2023.

Alan also comes from a family who have farmed their own land for eight generations. His grandfather, Charles Alan, and uncle, John, were Grouville Constables; other uncles are Peter, the recently retired president of the Jersey Farmers Union; and Philip, the current chairman of the Jersey Milk Marketing Board.

There have been differences in past times between the views of the National Trust and the views of the farming community. Some supporters of the Trust saw farmers as agricultural industrialists with no feeling or empathy for the natural environment, and on the other side, some members of the farming community saw the Trust as comprising tree-hugging, impractical idealists.

Its new CEO is well able to straddle both agricultural and environmental lobbies. On the one hand, he qualified from university as a biologist and he cares passionately about the natural environment and conservation; on the other hand, he is strongly motivated and inspired by the Island's farming heritage and its traditional rural identity.

From a natural environment aspect, Jersey is no different from the UK in that the Island is one of the most nature depleted countries in the world – most of the countryside has been turned to farmland.

Arguably, the greatest opportunity to improve biodiversity is to tackle climate change and to enhance local conservation by farming more sustainably.

The National Trust for Jersey is one of the largest agricultural landlords in the Island and is thus in a unique position to shape and support the farming industry. Alan believes there is an opportunity to work more collaboratively with farmers and to use the Trust's lands and buildings to support new entrants, to encourage diversification, and most importantly, to promote more sustainable farming and food security. He would like to consider the feasibility of pursuing novel and exciting projects on Trust land, from rewilding to agroforestry, and to set a precedent for others to follow.

He feels there is also potential to create commercial utility from its sites. For example, the Trust could create a facility to mill and process the vast supply of timber harvested by its Lands Team. No such facility exists on the Island and Alan thinks that it is a tragedy that our natural resources are being wasted, particularly when local hardwoods are so scarce and valuable.

In short, there are all sorts of opportunities for the Trust to explore with an open mind.

The new CEO's vision for the Trust hinges on one key principle: the protection of Jersey's natural beauty, rich wildlife and historic places for everyone, forever. Since 1936 the Trust has done a very creditable job, saving 32 historic buildings and 2,000 vergées of countryside. At the annual general meeting, he said that the Trust was succeeding in its goal of protecting Jersey's heritage and countryside forever, but it was time that it focused its efforts on making sure that it delivered that benefit for everyone.

There was a huge opportunity, he said, to use the Trust's buildings, its land and its people to give much more to the Island and in doing so to enhance the public perception and support for it. It should inspire, encourage and mobilise not only its members, but the 110,000 people living on the Island and everyone who visits.

Some of the lowest hanging fruit was in how the Trust used its land. He told the AGM that, after all, as one of the largest landowners in the Island, it has more power and more responsibility to influence local conservation than any other body outside government.

There is always a fine balance between conservation and public access. Where possible, he would like to see the Trust open more of its sites to the public so as to improve access so that everyone, including a whole range of different users, can enjoy Jersey's countryside and coastline.

Most importantly, Alan hopes that as CEO, he can be a bridge between the financial and rural communities, between the old and the young and between traditional values and modern opportunities.

Quite a task, then, to take the Trust to new heights and to create a better future for the Island. He needs – and richly deserves – the best of luck.

The Jersey Salmagundi

A mixed salad of events and news, with a bit of this, that and the other thrown in



Where there's a wheel, there's a way!

Enjoying Jersey's breathtaking beaches is an experience that should be available to all. The soft sand between your toes, the smell of sea salt in the air, and not to mention sunny beach days spent with loved ones and friends. It is BeachAbility's mission to make that a reality!

BeachAbility offers specially adapted wheelchairs designed to glide over sand and stone with ease. All wheelchairs are available for loan, free of charge, at seven Jersey beaches including Long Beach, La Mare, West Park, Bel Royal, Gunsite, St Brelade, and Le Braye, to anyone with permanent or temporary mobility complications.

The Le Braye site, which was relocated to the Healing Waves Surf Therapy Centre in August 2022, offers an additional 'Changing Place' for users to transfer into the beach wheelchairs using a hoist, take a shower, and change in private. A similar facility is also available at Churchill Memorial Park in St Brelade's Bay, which is one of its most popular locations.

These two sites also house a Hippocampe chair, which has proven popular among younger wheelchair users. The Hippocampe chair races across the sand and skims along the water's edge. A priceless experience all children should enjoy!

BeachAbility are also looking for volunteers, either to help on the committee or to meet and greet new

people who would like to use the chairs. If you feel you have a bit of spare time, then do get in touch. It is a very rewarding experience, talking to someone who has not been able to go on the beach for years because their chair sinks in the sand. In one of BeachAbility's chairs, users can not only access the beach but also dip their toes in the sea!

For more information or to make a booking please visit www.beachability.org or call 07797 935088. For those who wish to make regular use of chairs, BeachAbility offers Regular User Training. If you are interested, please enquire when booking.

Thy can't wait to see you at the beach this summer!



Where can we ride?

Confusion over what paths can be used by horse riders across the Island has prompted a request for happy hackers to share their off-road experiences both past and present.

In 2019, Natural Environment officers published a digital countryside access map showing all known permitted footpaths, bridle paths, cycle tracks and green lanes. It included those managed by Natural Environment, the National Trust for Jersey, Jersey Water and the Island's parishes.

Several of the paths are multi-purpose and, as a result of wear and tear, some can no longer be used safely by horse riders. Also, privately owned paths, where landowners welcome horse riders, are not featured on the digital map.

In order to clarify the situation, horse riders are being asked to state which paths they are currently using and what tracks they have used in the past which are no longer accessible.

Landowners are being asked to provide information about whether they welcome horse riders and, if so, on what routes.

In 2017, the Jersey Riding Club published nine routes for their members to use to celebrate the joys of riding while staying safe. These featured public bridle paths, green lanes and tracks. At that time, Julie Settle, a member of the JRC's bridle path committee, said equestrianism in Jersey was becoming more challenging as the roads were increasingly busy.

It is hoped that the information provided will ensure that future generations of horse riders can continue to enjoy accessing the countryside safely.

Horse riders and landowners are asked to e-mail editorial@ruraljersey.co.uk with relevant information.





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Blossoming artistry through floral demonstrations

By Frances Hunter of
the Jersey Flower Club

Nestled within the community of the parish of St Peter, the Jersey Flower Club continues to flourish, perpetuating a tradition of floral artistry that traces its roots back to 1960.

The club has a thriving and active membership and is affiliated to NAFAS (the National Association of Flower Arrangement Societies). Monthly events are held at St Peter's Parish Hall, allowing enthusiasts and novices, both as members and visitors alike, to immerse themselves in the world of blooms and blossoms.

Over the decades, the club has evolved, embracing new trends and techniques while preserving the timeless elegance of floral design.

In February, club members met at St Brelade's Bay Hotel for a memorable luncheon, followed by an engaging presentation by Julie Wildbore-Hands, a local celebrant of both weddings and celebrations of life.

Julie's entertaining and often poignant anecdotes and insights captivated the audience, leaving a lasting impression on all present.

In March, Robin White, an esteemed NAFAS demonstrator hailing from Kent, returned to the Island. With a career spanning decades, Robin provided the audience with a kaleidoscope of colourful designs and narratives, weaving together his experiences and expertise in a demonstration aptly titled 'Looking Back,' a homage to his imminent retirement. The Jersey Flower Club extends its warmest wishes to Robin as he embarks on this new chapter of his life.

In April, the club welcomed back Stephen McDonnell from Brighton, marking a decade since his last visit. Stephen's imaginative and flamboyant arrangements captivated the audience, and his love of his craft was obvious to all in attendance.

Looking ahead, the Jersey Flower Club has an exciting lineup of NAFAS demonstrators from across the United Kingdom, each poised to dazzle audiences with their creative prowess and mastery of floral design. Notable among these events is the upcoming demonstration on Tuesday 2 July by Trudie Easton from Kent, titled 'A Walk On The Wild Side,' promising a captivating exploration of nature's untamed beauty.

“Over the decades, the club has evolved, embracing new trends and techniques while preserving the timeless elegance of floral design



The Jersey Flower Club extends a warm invitation to all interested individuals, whether seasoned enthusiasts or newcomers, to join in its monthly events. The Club meets at St Peter's Parish Hall on the first Tuesday of every month at 2pm. Membership offers a wealth of benefits including access to inspiring demonstrations, and everyone attending has the chance to participate in raffles featuring stunning floral arrangements.

For those eager to learn more about the Jersey Flower Club and its upcoming events, inquiries can be directed to jerseyflowerclub@gmail.com. The club looks forward to welcoming you into its blooming community of floral enthusiasts.



The Kennel Club of Jersey held their May Open Show on the Saturday of the May Bank Holiday weekend



Picture: Claire White

The winners, as shown in the picture, were:

Left: Best in Show - Mrs L Stewart-Smith, Mr S Church, Mrs L Church & Mrs S Cooper's Papillon, Forepaws Dutch Courage for Ivanse, handled in the picture by Lorraine Stewart-Smith.

Right: Reserve Best in Show, was Mrs A & Mr P Kucza's Irish Terrier, Amberville No One Like You, handed in the picture by Agata Kucza.

Centre: left is the editor of RURAL, Alasdair Crosby – the magazine sponsored the rosettes - and centre right, the show judge from the UK, Liz Millward.

The age of the motor car in Jersey

Peter Tabb, from the Jersey Motor Trades Federation, takes us on a quick vehicular tour through time

It is believed that the first car to turn a wheel in Jersey was a Benz imported by a solicitor who lived in St John.

The Jersey Express of 31 July 1899 carried an article headlined 'A Motor Car for Jersey' and went on to report: A phaeton-built motor car, constructed by the International Motor Company of London, arrived in Jersey yesterday for Mr Peter Falla, Solicitor, of Les Issues, St John. This novelty weighs about a hundredweight and can be driven from three to thirty miles per hour. The car was taken out to Mr Falla's residence today on a trolley, and we may shortly expect to see the owner travelling on his novel transport.

The car had solid tyres, and historian the Rev Balleine reported that it was a 3.5 horsepower (hp) Benz, with a dos-à-dos configuration (the driver and back seat passenger faced forwards and the front seat passengers faced backwards facing them).

At the time no one in Jersey sold petrol so Mr Falla had to import his own in tins and, because stevedores didn't like handling it, had to collect it himself from the docks.

In 1908 the Jersey Motor Association was founded along similar lines to the Automobile Association (AA) which had been founded in Britain just three years earlier. The JMA published its own 'highway code', including such helpful suggestions as keeping to the left and overtaking on the right! The JMA merged with the AA and today, badges featuring both names (the JMA in a lozenge above the entwined As) are prized collectors' items.

The Motor Tax Department was established in 1915 as the Jersey States realised that the motor vehicle was a nice little earner for them, and the January queues to register started. These were not finally abandoned until 1993 when 2p was added to the price of a litre of fuel and the WID (windscreen insurance disc) replaced the tax paid disc.

Jersey's first motor bus appeared in 1910 and ran a service between St Helier and St Aubin. The Jersey Motor Transport Company started up in 1923 and within four years had seen off the Jersey Eastern Railway, although the Jersey Railways and Tramways Company which operated between St Helier and Corbière struggled on until 1937. Other notable bus companies were Joe's Bus Service operated by Joe Manning and the Safety Coach Service whose initials SCS were also said to indicate a short cut to suicide!

“ At the time no one in Jersey sold petrol so Mr Falla had to import his own in tins

Jersey's love affair with the motor car really began right after the Liberation, as soon as the manufacturers were able to gear themselves up for peacetime production.

In 1946, a total of 7,682 cars, trucks and motorcycles were taxed in the Island. Just two years later this number had leapt to 12,202, including 75 buses, 100 coaches and 101 tractors! This number had doubled by 1961, doubled again by 1971 and doubled again by 1998!



The AA badge incorporating JERSEY above the badge. Now a collector's item



Victoria Avenue staged the first Grand Prix in Great Britain in 1947. Pictured, the pits area for the last event in 1952 dominated by sports cars rather than out-and-out racing cars



Gorey - An Austin 7 alongside the Jersey Eastern Railway track at Gorey featured on a Jersey stamp



Jaguar E-Type - Described by Ettore Bugatti as the world's most beautiful car, the Jaguar E-Type featured on a series of Jersey stamps

Currently there is some confusion over the number of vehicles actually in Jersey today since the figures on registration plates are no longer a reliable guide. It is generally perceived that there are between 90,000 and 100,000 mechanically propelled vehicles actually on the road. Around 15% of them carry the familiar blue oval of the Ford Motor Company. A recent listing indicates that there are vehicles with 445 different brand names of which around 150 have only one example each on the Island's roads. Amongst them are such obscure or specialist manufacturers as GP Yak, Ram and Eager Beaver.

As far as the farming community is concerned, the most common tractor in use today is the American John Deere (though mostly made in Germany) which has succeeded the once ubiquitous 'Fergie'. Massey Fergusons are still sold in Jersey but are very much more sophisticated than that model, designed by Harry Ferguson, whose unique selling point was its hydraulic plough lift and power take-off from the engine that went on to power the first Triumph TR sports cars.

Today there are more than a hundred Rolls-Royces and a similar number of Ferraris, all of various different vintages, registered in Jersey.

Because of the very small quantity made, probably the rarest car in Jersey is the solitary Deussenberg, one of a breed of exotic American roadsters created by brothers Fred and August Deussenberg in the 1920s and 30s and favoured by such Hollywood stars as Jean Harlow and Gary Cooper.

However, a single Trabant, popular transport for the masses in the former East Germany and made of compressed cotton with an engine akin to a geriatric lawnmower, and a Hindustan Ambassador, made from pressings originally designed for the Morris Oxford of the 1950s and still made today in India, are similar rarities, at least as far as Jersey is concerned.

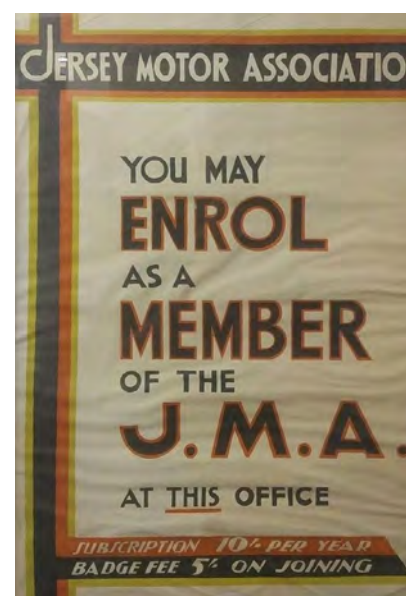
It is tempting to think that with 445 makes listed, there are no well known makes not represented. Nevertheless, Jersey has yet to greet a Tatra, the innovative car from the Czech Republic (also known as Czechia) which, in the 1930s, inspired the Volkswagen. Just 60 Tatra cars are still made every year, although the company's trucks are ubiquitous on the roads of eastern Europe.

Jersey's oldest number plate is not J1 (which is fitted to a De Dion-Bouton) but J0, which was applied retrospectively to an 1899 Benz which still exists and is believed to have been assembled in Jersey at a local shipyard in that year.

The only road-legal vehicle in Jersey without a registration number is the Government House official Daimler limousine. In Britain, only the Sovereign is permitted to have a vehicle without a registration plate.

In Jersey the number plates do no more than give a motor vehicle a unique identity, although registrations beginning with JSY and having three subsequent numerals have been a nice little earner for the States Treasury.

“Today there are more than a hundred Rolls-Royces and a similar number of Ferraris, all of various different vintages, registered in Jersey



The Jersey Motor Association was formed after the Great War but merged with the AA in the 1920s



St Brelade's Bay - taken in the early 1950s the beach is dominated both by the anti-tank defences and the motor vehicles on the beach. Note the formal attire of the couple in the bottom-right corner



King Street - when the main street was also the main road. Most of the atmospheric pollution seems to come from the pipe of the gentleman in the bottom left-hand corner!

“ Although electric cars have been available for more than a decade, midway through 2023 there were less than 2,500 registered in Jersey, which included more than 100 motorcycles

The first purpose-built cross-Channel car ferry was the 822-ton Autocarrier, operated by the Southern Railway which ran a number of services to the Channel Islands after the Second World War and was not superseded until the Sealink vessels Falaise and Normannia were converted to be drive-on, drive-off car ferries to serve the Islands.

The most unusual vehicles imported into Jersey were probably the Renault light tanks brought to the Island in the early 1940s by the Occupation forces. At the end of the Occupation most were disarmed and parked on the old circus field at Seafeld Avenue, Millbrook, and were sold for scrap for as little as 5/- (5 old shillings or 25p in today's money) each.

Rolls-Royces are not unfamiliar on Jersey's roads. The model of the Silver Lady on the Rolls' radiator was designed by Charles Sykes and also known as The Spirit of Ecstasy but also as the model Eleanor Thornton in her nightie.

Jersey's first experience of the Volkswagen marque was the Kubelwagen (literally 'bucket car') used by the German forces during the Occupation. The Kubelwagen was the military version of what would become the ubiquitous VW Beetle.

Although electric cars have been available for more than a decade, midway through 2023 there were less than 2,500 registered in Jersey, which included more than 100 motorcycles.

Is the future electric? In 2030 (allegedly) the importation of fossil fuel vehicles will be banned but it is likely that in, say, 50 years' time the internal combustion engine in some form or other will still be with us although its present fossil fuels may not. There is considerable research being undertaken whereby the fuel that goes into the tank will be water and what comes out of the exhaust pipe will be the same. What goes on in between is still largely on the drawing board.



International Road Race 1947 - 1952

International Road Race - The cover of a commemorative booklet



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Cavalcade

The Jersey Old Motor Club held its Easter Monday cavalcade on a morning of bright sunshine. Alasdair Crosby went to meet the members and their cars

Cavalcade – with all its connotations of processional splendour – is the only word to describe the spectacle of the cavalcade of the Jersey Old Motor Club members and their immaculately groomed steeds. And if the ‘cavalry’ were actually only cars, sorry, but that word is not entirely misplaced.

It was a morning of bright sunshine – unusual for the spring of 2024 – and a perfect Easter Monday morning (although it did rain later in the day).



JOMC president, Joan Gardner

The sun glinted on polished bodywork; the warm sunshine encouraged members to meet and chat; the Easter bonnets were out in force and the cars were decorated with flowers. There was both spring and friendship in the air and the trees were in bud.

What better way to enjoy an Easter Monday morning?

Joan Gardner is president of the Jersey Old Motor Club, now into her second year of office. She drives a 1950 MG TD. A pre-1951 makes a car eligible for the Jersey Old Motor Club; any car registered after 1 January 1951 makes it eligible as a vehicle of the Jersey Classic Vehicle Club (of which more in a subsequent edition of *RURAL* magazine).

Asked what had made her interested in old cars, Joan replied: ‘My late partner was very into it. He had a 1930 Model A Ford, but I couldn’t drive it! It was too big, too heavy and I just couldn’t do it! So, we found smaller cars to drive.’

The club has about 200 members and probably the Jersey Classic Vehicle Club has about the same number, although many members of the Old Motor Club are also members of the Classic Vehicle Club (including Joan).

Does it take lots of money to maintain a vintage car? ‘No,’ she replied. ‘My late partner used to do the maintenance. We had two cars. When he died, I thought: “I can’t maintain them both”. So, I sold them, and bought one that I could drive easily.’

‘Cars were simpler in former times. These days, you need a computer to be plugged in before you can look under the bonnet. Whereas, not so long ago, your father taught you how to maintain a car and you grew up knowing things like that. I take it to a mechanic, and he sorts me out. I tell him “I don’t know what’s wrong with it, but it’s doing this.” And he says “OK” – and we go from there.’

The Jersey Old Motor Club always welcomes new members; you don’t have to own an old motor, you just need to be interested in them and to appreciate them. One family has three generations that are members. And women members are warmly welcomed – you don’t need to be Kenneth Moore or to drive a ‘Genevieve-type’ car to join.





“ The sun glinted on polished bodywork; the warm sunshine encouraged members to meet and chat; the Easter bonnets were out in force and the cars were decorated with flowers

Jane Le Lay with granddaughter Phoebe, who won the child's best bonnet prize



The club meets on the first Sunday of every month, at Les Fontaines Tavern in St John, or at the nearby L'Auberge du Nord / The Farmhouse, on the third Sunday of the month, at both places from 11.30am to 1pm, so good locations to see a good selection of their old cars. Special occasions are the meetings on Easter Monday, Liberation Day and Boxing Day, when the vehicles are dressed up and decorated.

Eventually the cavalcade moved off, with a cheerful cacophony of horns sounded in every register, from bass to alto, to begin a procession through the Island's roads and lanes, in the spring sunshine.


The cavalcade had passed, and the spectacle was over, except for those encountering the column by chance in their line of advance towards their lunchtime gathering.

Poop poop!

Full details of the club are on the website – www.jerseyoldmotorclub.com



Photo: Colin Griffiths



The joy of owning an Austin 7

Julia ('Jooj') duQuemin enjoys driving her 1934 Austin 7 Tourer, at a formidable 25mph

The wonderful thing about Austin 7s,' said Jooj duQuemin, 'is that it's not necessarily an expensive hobby and so many of them were made, because they were the car of the people, and affordable.

'You can still buy a solid-topped Austin 7, a year or so younger than mine, perhaps a 1935 model, for about £5,000 in good condition. There are a number of different places in the UK that actually sell spares – and still manufacture spares. So, the upkeep is really cheap. It makes it a very viable vintage car to own.'

Jooj has been a member of the Jersey Old Motor Club since 2021. 'I approached the JOMC about joining.

They were really welcoming. I was a bit apprehensive – I thought... "Hang on a sec. It's going to be all Rolls-Royces and spectacular cars and owners talking about the London to Brighton", but everybody has been so welcoming, it's been unbelievable. It's been far better than I ever anticipated.

“ If you have an issue they will help – very generous with their time and their information and their knowledge, which is fantastic

'Everybody has been very interested in their cars – if you have an issue they will help – very generous with their time and their information and their knowledge, which is fantastic. My husband loves it too, because he is really into car mechanics.

'Yes, there are more male members than female, but our president is a woman, and I have served on the committee. There are a number of family couples among the membership. And there is a very wide range of vehicles – some big ones, admittedly, but there were three or four Austin 7s there on the Easter Monday cavalcade. Any car that is pre 1950 qualifies as a vintage car – so it doesn't have to be a 1930s car. Some cars go back, literally, to the 1900s.

‘Many members own more than one car – but you can only drive one car at a time!’

Jooj bought her 1934 Austin 7 Tourer (called a Tourer because it is convertible – the roof can be put up or put down) in March 2021, but with Covid regulations still in place, she couldn’t travel to the UK to view it.

‘So, I bought it blind, basically. I had done loads and loads of research and travelled that previous November to the UK to view an earlier model, a late 1920s Chummy, which was very slightly narrower and shorter. Also, with the Chummy, when you have to brake, you had to put your foot on the brake and pull up the handbrake at the same time. I imagined myself doing that and having to stick my arm out to indicate, and realised I would have no hands on the wheel. Not for me, I thought. Too dangerous, too difficult.

‘With the Tourer, you put your foot on the brake, and it works on both the front and the back wheel. And it is that little bit bigger and wider as well, if only by six inches. So, I ordered my new Tourer and had it delivered to the Island. I paid £10,750 for it, which was a good price and the going rate, not ridiculously expensive. By the time I had it shipped to Jersey and paid the different taxes on it, it added about £1,000 to the price.

‘Of course, one of the things you need when you bring the car over is a number plate. If you want, you can fork out £4,000 or so for a 4-digit number plate, or you can do what I did: you choose your own 6-digit one. There happened to be available a number that was the date on which the Austin had first got registered, 22 February 1934. So, whenever anybody asks me its age, I say: Just look at the number plate: J220234.’

Jooj has always been interested in old cars, particularly in Austin 7s. ‘Before I got married, I’d been to a couple of rallies just to see them. I’d always thought they were really cute little cars. And ideal for Jersey.’

Did she have a talent as a car mechanic?

‘I’m getting into it. I can change wheels and things like that, and my husband, John, teaches me. There are little quirks on the Austin 7, like a lever you have to press to get the fuel into the carburettor. When we learnt about that it made a huge difference, but of course it does get stuck, sometimes. This Easter Monday, we set off home after the meeting at the Weighbridge, but it broke down in the tunnel. John was saying to it: “Don’t stall... please don’t stall... oh no! It has stalled.” But somebody jumped out of their vehicle and helped us push it to one side. We looked at the bonnet – that lever had stuck up. We pushed it down again, and there was no further problem.

“ I like tootling around at about 25mph, quite happily. I just need to be careful, if I drive though a 20mph zone, that I’m not speeding!

‘I must be one of the few people who have been given a front tow bar for a birthday present and was really pleased with it. There have always been a few issues with the car. Normally I seem to break down by Marks and Spencer on the St Clement Coast Road, so John has to come with his car and pick me up. Luckily it is going better at the moment.

‘People do race them, and there is a whole rallying circuit for Austin 7s in the UK, I have had 40mph out of it, but I did feel that there was g-force on my face.’

‘I like tootling around at about 25mph, quite happily. I just need to be careful, if I drive though a 20mph zone, that I’m not speeding! They are just ideal for Jersey and great fun. I love people waving, and waving back to them, and listening to the recollections of passers-by about how they remember Austin 7s.

‘My Austin 7 is a “come over”, like myself, but she has settled into Jersey very well — just like me. We both enjoy living here.’



Cars that survived the Occupation



Graham Le Lay's 1934 Morris Cowley

Bought in Jersey in 1934, it is one of the few cars in the Jersey Old Motor Club not to have left the Island during the Occupation. The reason why so few Jersey cars survived the Occupation is obvious: all the cars were confiscated either to be crushed or for their metal to be used for German tanks. Some of the better ones – and certainly farmers' lorries – were taken to mainland Europe to be used on the front.

Graham said: 'The only people who were allowed to keep their cars were doctors, and other essential workers. Some farmers stripped their cars, took the engines out, put one bit in one field and another bit in the cow stable. In 1943, the Germans said that any motor parts needed to be handed in, because they needed the metal so badly.'

'I bought the car from fellow club member Jurat Geoffrey Allo. He had never been able to find out why the car wasn't crushed or taken away during the Occupation; it had belonged to a farmer at Maufant. But on looking through the minutes of the Jersey Farmers Union, it appears that the day before the Occupation began, the farm where this Cowley was kept – Modderfield Farm, on the present site of the Maufant Village development – was infected by foot and mouth. The farm was cordoned off – even the Germans couldn't go in. So, I can only assume that's how it survived the war.'



Ralph Genée and his wife, Judith (a former president of the JOMC)

Ralph Genée's 1934 Speed 20 Monte Carlo Pillarless Saloon

This car was brought to Jersey in 1938 by the antiques dealer John Berger. Readers with memories going back to the 1960s and early 1970s may remember the name, or Mr Berger as an elderly man, a bachelor, very shabbily dressed but actually very rich – he was a member of the Berger paint company family. He was devoted to animals, especially to pigeons, which he habitually fed in Royal Square (and for which he fought vigorously when it was proposed to cull them).

The car remained in St Helier throughout the Occupation, hidden from the Occupying forces. After Liberation, Mr Berger continued to use the car until the early 1960s, when it was left in front of his Rouge Bouillon property for many years. Ralph completely restored the car over a period of five years and its first public outing was Liberation Day 1995. The car has since taken part in many rallies in France and England.



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Car registration J0

Forget Daimler, Bentley, De Dion-Bouton, or what have you. Tim Scott is the proud owner of a Raffray Brothers model – made in Jersey (admittedly with a little help from the Benz factory in Germany). Here he tells us about his car



The first car in Jersey was a Benz, as Peter Tabb narrates in his article: 'The Age of the Motor Car in Jersey'. But the second car was, as far as it's known, the only car ever to have been built from scratch in Jersey. It was built in 1899/1900 by three co-workers from Grandin, a well-established Jersey business operating as ship builders, general engineers and an iron foundry. The three men, Jack and Herbert Raffray and a Mr Le Masurier (his Christian name is now not known) built the car according to a design supplied by the Benz factory in Germany.

It is not possible to say with any certainty which, if any, of the component parts of the Jersey Benz were sourced from Germany, but the principal dimensions, including the cylinder bore and stroke, were converted from metric to imperial, suggesting that the foundry work and machining were substantially done in the Island.

It is possible that the three engineers were inspired by the 3.5hp Benz that had just been imported into the Island that same year by Peter Falla. It is not clear what happened to the Raffrays' car after it was built.

There is a photograph of the car taken in Jersey by Albert Smith in 1903 showing a gentleman with three lady companions seemingly heading out for a picnic. There is no further record of the whereabouts of the car until 1930 when, under the ownership of a Dr F H Pearse of Plymouth, it was entered into the London to Brighton Veteran Car Run. After that it is known to have spent 50 years on show in the foyer of the Chambercombe Manor Hotel in Ilfracombe. Devon.

The car was then bought by the chairman of the Benz Registry, Fred Lustig, and successfully completed the London to Brighton Run in 1980.

But having discovered that the car was not really a Benz and therefore inappropriate for him to keep, Fred Lustig sold it through Sotheby's of London in 1981. It was purchased by the late Tommy Boothman and brought back to its 'birthplace', Jersey.

Recognising the car's special place in the history of the Island it was allocated the registration number J0 by the Driver Vehicle Standards Department of the time, on the condition that the plate could not be transferred to any other vehicle and would have to be surrendered if the car should ever leave the Island.

In January 2000, I purchased the car from the family of Tommy Boothman following his death. I subsequently completed the 2001 London to Brighton Run with the vehicle. It can do about 15mph, but try driving any faster than that and it is very difficult to keep it on the road – and it takes a long time to drive from London to Brighton at 15mph.



The 3-man team who made the car: Jack and Herbert Raffray and a Mr Le Masurier (his Christian name is now not known)

Historically this car had been known as 'The Jersey Benz' but in 2018 following extensive research carried out on the car by the VCC Dating Advisory Committee, the Veteran Car Company issued a Dating Certificate giving the car the official identity type as 'a 1900 Raffray Bros' – the only one of its kind.

I was actually rather pleased with that, because although, I suppose, if only from a valuation point of view, a Benz name is more recognisable and therefore of a higher value. But from a Jersey point of view, this is far more unique, because it is obviously part of Jersey's heritage.

The car has a steering device – if not exactly a steering wheel "as we know it". Before 1900 they had all sorts of steering mechanism, such as tiller steering. They also had what they called 'hot tube ignition' – there were all sorts of technologies all vying for No 1 position. It did become evident that the steering wheel was far superior to tiller steering, and that the trembler coil was far superior to hot tube ignition, which was highly dangerous and often set fire to the vehicle, anyway.

So there was a quantum leap forward after 1900 to rationalise the thinking behind the car. Even in the London to Brighton run, for cars, the 1900 or pre 1900 cars are very primitive compared to those of 1901 to 1904.

The change of what was happening in those early days was happening virtually monthly. The advancement of the motor car was taking huge strides... a bit like the development of computers from the ones available 20 or 30 years ago. People look at these early cars and think: 'how quaint – how primitive!' But there was a big difference between cars built before 1900 and those built afterwards.

In 1903, Mercedes brought out a 60hp car capable of 80mph. The first five owners of that model all killed themselves in the car. But as the Edwardian era progressed, there were great technological advances. Like the first flying machines built by Wright Brothers, which were so primitive, but 11 years later, by the time of the First World War the combatants were using planes to shoot other planes down.

Or look how quickly 3D printing has developed in just a few years.

Once a technology comes to the fore, once somebody invents something, the movement of it thereafter is exponential.



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The way ahead

Jersey, like many jurisdictions, faces a number of challenges around keeping our roads and infrastructure safe and sustainable for car users and cyclists alike – Kieran Grimshaw spoke to Infrastructure Minister, Constable Andy Jehan, to find how he plans to deal with these issues



There were over 120,000 registered vehicles in the Island in 2021, but the Minister doesn't believe it's as many as in tourism's heyday, when we had thousands of hire cars on the roads.

'It seems to me we don't get the traffic jams we used to have,' he said. 'Although there are lots of cars on the roads, I think you need to give people choice. You shouldn't try to prevent people from owning a car. If you provide a public service, such as a good bus network and the infrastructure to allow people to walk or cycle, that will give them choice and, hopefully, will reduce the amount of car journeys they make. If I lived in town, I would want to have the ability to go and visit the countryside or beaches at weekends for example, so why shouldn't I have a car?'

Judging car numbers to be fairly static, Constable Jehan highlighted the recent change in the type of vehicles people are buying. He compared the popular mini of the 1970s to the larger size of minis today.

Despite the occasional congestion on our roads, the Island copes quite well with the number of cars, according to the Minister. 'If you compare this to other jurisdictions, congestion isn't too bad, it doesn't take long to get from A to B'.

Keen to deliver a sustainable travel plan as soon as possible, the Minister wants a pragmatic solution.

“I have an open mind on driverless vehicles, but I do think we should explore that kind of technology and also have a degree of caution

'The Government has got a great record of producing reports, but we are not good at acting upon them, so I'm working with the Constable of St Helier, who is my Assistant Minister. We're looking at what information is available and what we can deliver, rather than commissioning new reports. We're trying to take a practical approach to what can be achieved and trying to reduce the time it takes to introduce change.

'I can use speed limits as an example. It literally takes years, if not decades, for speed limit changes to be introduced, so we consult with the public more than once in most areas and it takes forever to bring that change. So, we need to look at how we can streamline that process and make it quicker, which will also make it cheaper and less frustrating.'

Reflecting on the use of electric vehicles for Jersey, Constable Jehan is pleased to have been pivotal in their introduction to the Island.

'I think electric vehicles are good, but not sure if they are the future. I tend to think that hydrogen will play a bigger part than electric in the long term.'

From an environmental perspective, the Government has work to do in striving to achieve net-zero by 2050.

“We rely far too heavily on UK consultants, who aren't necessarily aware of local roads and local road conditions

The Minister, who is also the Constable of St John, is positive: 'I think there's some very good progress being made. I was briefed recently about the Government of Jersey's progress and we're making some really good headway there, in fact our fleet is ahead of schedule, because we have electrified by large amounts.

'We're also using renewable diesel. This is something that I have used and introduced it into two fleets when I worked in commercial organisations and I've used it in my car since being available. I'm delighted that a St John's garage provides that. The challenge is the cost – it's £2.22 a litre for renewable diesel. I'm fortunate to be able to afford that, but realise that not everybody can. Renewable diesel is extremely good and very clean.'

The controversial topic of driverless cars in Jersey has also been on the Minister's agenda. He believes that current legislation should change to enable driverless cars, so as to potentially improve productivity and assist parking.

'It obviously won't be without its challenges,' he said. 'I have an open mind on driverless vehicles, but I do think we should explore that kind of technology and also have a degree of caution.'

The Minister also hopes to address the current state of roads and the number of potholes, which can be a major headache for both motorists and cyclists.

As part of his highway maintenance programme, he'd like to see the resurfacing budget increase to £8 million. The Island presently spends around £6 million a year on resurfacing and an additional just over £600,000 on repairing potholes.

'That's on the main roads,' he explained. 'We need to continue to maintain them. We had a very difficult winter regarding roads as the amount of water and the high water table really causes us problems as an Island.

'We get criticised for closing roads to resurface them and we get criticised because of the condition of the roads – so the team have a very difficult job and they do a great job, in my opinion.' He would encourage the public to report any issues or potholes on the Government app – Love Jersey.

Following bouts of bad weather, the Infrastructure team's workload increases and they need to prioritise. The Minister explained that they inspect the roads frequently and even more so on the most used road, as do the 12 parishes, which do their best.



'I think whereas we've had a tough winter for road maintenance, if you compare ourselves with anywhere else, our roads are generally adequate, apart from a couple of challenges, such as St Saviour's Road. If you look at the amount of construction happening in St Saviour's Road, it makes absolute sense to wait for all of the services to be in the road before we actually resurface it. Readers may be surprised to see how much information is on the Government's website about the programme of resurfacing for the next two or three years.'

For more information we're invited to visit the relevant website –

www.gov.je/Travel/Roads/RoadClosures/Pages/ScheduledRoadworks2020.aspx

As regards the recent increase in oversized cars in the Island, the Minister detailed what the Government had already done over the last few years with the vehicle emissions duty.

'I believe we'll see fewer larger cars being imported because of the sheer cost, so I think the new tax structure will dissuade people from buying large cars. It's supply and demand.'

One of the biggest challenges Constable Jehan anticipates is trying to improve the cycling infrastructure.

'The eastern cycle route has been mooted for a long time,' he stated. 'Next week I'll be accompanying

officers for a cycle ride and the week after I shall be going with somebody who has an idea for me to consider. So, I'll explore what we can do, practically.'

Recognising the value of a good workforce, the Minister remarked on some of the amazing people the Island has.

'We rely far too heavily on UK consultants, who aren't necessarily aware of local roads and local road conditions,' he declared. 'We need to encourage more people to either return to work in the Island or come over to work here so we can become more self-sufficient.'

Reducing car ownership and motivating people towards bike transport is an ongoing objective.

“ I think we should do far more, particularly in a cost of living crisis, to promote the financial benefits of catching the bus versus parking

'I've currently got officers looking at electric bikes which can have more power than the current legislation allows. I have seen this work successfully in Switzerland, where they have a licence plate and must have insurance and the rider needs to wear a helmet – that could encourage more people to move to electric bikes.

'I am also working with the Jersey in Transition environmental group to look at trialling park-and-ride. I really think we need more parking on the town outskirts, because if we're going to produce a cycling infrastructure, we'll need to move some cars off the streets. We'll need to create more parking, which may sound conflicting, but you need to give people choice and encourage them.' (See separate article on the next page in this edition of *RURAL*)

As a regular bus user, taking the bus to town for his States duties, the Minister has seen bus usership revert to pre-Covid levels.

'We're currently out to tender for the bus contracts. I think we should do far more, particularly in a cost of living crisis, to promote the financial benefits of catching the bus versus parking. It's far more expensive to park in town all day than to jump on a bus.'

To address some of the travel concerns, the Hopper Bus scheme will be improved and promoted. 'We are promoting this in May. It hasn't been very well used, but then we haven't told people about it. 24% of St Helier residents who work in town drive to work. We have to find a way to reduce that number.'

In striving to achieve his goals, the Minister sees that reducing the number of reports and also finding things they can do, are two vital things. He concluded... 'If we can get a successful park-and-ride trial, let's not talk about it – let's do it.'



Park-and-ride

From St Brelade to town and back – an initiative of the Jersey in Transition group. Ruth Le Cocq spoke to its chairman, Nigel Jones, about the scheme and about JiT



The car park at St Brelade's Football Club is being used for the trial of a park-and-ride scheme serving the west of the Island.

Environmental campaign group Jersey in Transition had hoped to use the former Covid-19 testing area at the Airport where commuters could park their cars first thing in the morning and then travel to and from St Helier by bus.

However, the chairman of JiT, Nigel Jones, said Infrastructure Minister, Andy Jehan, suggested using the gravel car park next to the playing fields at the top of Mont à la Brune instead.

'The minister pointed out that there's never going to be a football match going on between 8am and 6pm during weekdays when people might be parked there.'

Nigel said the objective of the pilot scheme is to increase the use of bus transport and reduce the number of cars on the roads especially during peak times. The group believes that park-and-ride facilities around the Island, near to out-of-town populations centres, would make a significant difference.

'There are thousands of people in Jersey who feel that they live too far from a good bus route for them regularly to use buses for their commutes, shopping and other everyday needs.

'We have identified that many people in the west of the Island feel this lack strongly. This includes residents of St Peter, St Ouen, St Mary and parts of St Brelade. Bus routes 15, 22 and 22X provide a very good service, but cannot visit every household and estate,' he said.

Nigel added that he had heard that some parish halls and other local facilities have introduced 3 hour time limits at their car parks specifically to prevent people from using them as impromptu park-and-ride schemes.

'That shows there must be a demand,' he said.

The park-and-ride scheme is just one of JiT's recent proposals, which include an amendment to the Branchage law and the reopening of the Household Reuse and Recycling Centre at La Collette, all of which focus on addressing climate change and biodiversity loss.

JiT began in 2010 following the principles of the Transition Initiative which encourages communities to work together to plan for living in a post-oil and low carbon future.

Nigel explained: 'It isn't about trying to prevent climate change from happening, it's a more realistic view to say climate change is going to happen and are we going to be prepared for it? It's about how hard the bump is when we arrive at the other side.'

The 'skilling up for powering down' motto encourages individuals to learn new skills, such as how to make a fire, look after animals, plant crops, go foraging and identify edible from poisonous plants, as well as making tools and learning how to mend clothes.

'A key word that comes out of the Transition Network thinking is resilience, and that is all about building or rebuilding community – it's about getting out to meet your neighbours and forming groups where you get together and learn new skills,' said Nigel.

He added that JiT has been 'wonderfully successful' over the years with between 30 or 40 groups being formed and up to 12 active groups operating at any one time.

'JiT was probably one of the most successful in Britain but, being a finite Island, we ran out of people. We were getting a lot of people in their 50s, 60s and 70s, but we weren't getting many people in their 20s, 30s and 40s, and we couldn't think of any more ways to attract younger people. It would have been lovely if the older people could have been teaching the younger ones.'

Then the Covid-19 pandemic struck in 2020 and, with JiT no longer able to hold any meetings, it was time to reassess the way forward for the group.

'I stood for election as a deputy in St Brelade in 2022 and failed, but it introduced me to the world of Jersey politics and I got to know quite a few people,' said Nigel. 'I started to think a little outside the Transition Initiative box and realised that there are some things the government can change but they seem to be always doing something else!'

Hence, JiT has published three proposals over the last 18 months following a series of public meetings and open discussions.

'We have lots of supporters, but we don't have a membership scheme and we decided, for the last year or so, that whoever turns up to these public meetings are the right people and what they want is what JiT currently stands for.'

JiT can be found on Facebook where over 2,000 supporters have joined the group.



Dr Simon Slaffer and his wife, Angie

Modernism vs the classics

At a time when we are being fed all the hype about electric vehicles, Dr Simon Slaffer, Jersey Old Motor Club member, asks: Which type of car gives better value and is more environmentally desirable?

Readers might have the perception that only new electric cars and highly efficient new petrol engine cars are environmentally desirable and that a dim view should be taken of any other motor vehicle on the road that fails to comply with current and future proposed regulations.

In fact, a myth has been created that this is the case, but the facts are that classic, vintage and veteran cars have less of an environmental impact than these new replacements.

The average classic, vintage or veteran car – travelling a yearly average of 1,200 miles – generates 563kg of CO2 per year. The historic vehicle community accounts for less than 0.25% of the total miles travelled on the roads and that includes everything from cars, motorcycles, buses, coaches, lorries, light commercials, military, agricultural and steam vehicles.

In comparison, a typical modern car such as a Volkswagen Golf emits up to 6.8 tonnes of CO2 before it even departs the factory. This is 12 times as much and is caused by mining of materials, the industrial manufacturing process, transporting and shipping, etc. The manufacturing footprint of a vintage or veteran vehicle has been spread over so many years that it has more than 'paid its dues' in terms of the emissions and energy required to produce it.

Even though a modern car would be more efficient and use less fuel if used on a daily basis, the environmental cost of manufacturing this new vehicle immediately negates this. Furthermore, because electric cars are up to 30% heavier there are other emissions to consider, for example more tyre wear, to say nothing of the tremendous problem of disposing of or recycling their very large batteries after the projected 10-year lifespan.

The fully electric Polestar 2, for example, is said to create 26 tonnes of CO2 during its production process alone – an emissions figure that would take a typical classic car 46 years to match. This shows that despite the enticing prospect of zero-tailpipe emissions from an electric vehicle, vintage and veteran cars are far less impactful on the environment long-term due to their infrequent use.

In a few years' time it is likely that zero-carbon fuels will be available for old cars, whereas electric cars may become unusable after ten years because of electrical safety requirements and consequent uninsurability.

Here is a comparative example of what is currently available picked at random from current adverts:

2024 MG MG4 EV starts at £26,995.

1947 MG TC 5,500 miles since nut and bolt restoration £24,995.

So, the message is to keep your vintage or veteran car going and if you haven't got one, consider purchasing one of these classic beauties.



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From our ‘foreign’ correspondent

RURAL magazine has a settled policy of only accepting contributions from Islanders or those with a strong connection to Jersey.

However, we are aware that there is a wider world beyond our shores, and so we make exceptions if we feel that a contributor has something to say that would interest us in the Island.

Considering the special theme of this edition – ‘Motoring in Jersey’ – we are delighted to make room for Dr Paul Donald’s article on...

Driving our wildlife to extinction

Dr Paul Donald is the author of ‘Traffication: How cars destroy nature and what we can do about it’. His comments apply to the UK, but are pertinent, of course, to Jersey



Our wildlife is falling away around us. Almost every day brings new evidence of the biodiversity crisis, some new study showing a collapse in insect numbers, or the loss of birds like the turtle dove or the cuckoo, or a fall in bat populations.

We hardly notice these changes from year to year, but the cumulative losses have been enormous. If we could go back in time 25 years and walk around the countryside for a while, we would be astonished by how much more wildlife there was just a single human generation ago.

Conservationists have the answers for why this is happening ready at their fingertips. They will confidently tell you that the modernisation and intensification of agriculture, the loss of wild habitats, the spread of invasive species, climate change and unsustainable practices like sewage pollution and overfishing are to blame. Solve these problems, and our wildlife will return.

But I’m not so sure. Or rather, I am convinced that there is another problem that needs to be addressed as well, one that most conservationists appear to be almost wilfully blind to. It is something that most of us do every day without even thinking about it.

In 1924, an American couple called Dayton and Lillian Stoner, both of them zoologists, made a car trip through rural Iowa. It was an utterly unremarkable journey except for one thing. Rather than driving past and ignoring all the road killed animals they saw along the way, they decided to identify and count them, stopping where necessary to examine the more mangled remains. The following year they published their results in the prestigious journal *Science*, and so unwittingly became the world’s first road ecologists.

They would not have known this in their lifetimes, because the science of road ecology only gained recognition, and indeed its name, around the year 2000.

Since then, however, road ecology has matured and grown into a serious scientific discipline, and the results permit only one conclusion. It is that the extraordinary amount of driving we do – over 350 billion vehicle-miles in Britain alone each year, enough to take us to the Sun and back every four hours – has an impact on wildlife that is every bit as damaging to our wildlife as agricultural intensification or any of the other better-known causes of biodiversity loss.

“The figures are staggering; in Britain alone, perhaps 50,000 badgers, 74,000 deer, up to 335,000 hedgehogs and perhaps 30 million birds are killed each year on our roads

Think of the harm caused to wildlife by road traffic and you will inevitably think of roadkill; a squashed badger or a barn owl corpse lying sadly by the side of the road. Until fairly recently, most road ecologists studied roadkill. It is, after all, the most conspicuous evidence of the impacts our driving has on wildlife. The figures are staggering; in Britain alone, perhaps 50,000 badgers, 74,000 deer, up to 335,000 hedgehogs and perhaps 30 million birds are killed each year on our roads. Across Europe, perhaps 30 million mammals and 200 million birds fall victim to our cars each year. As for amphibians and reptiles, we have very little idea of the death toll, but it must run into hundreds of millions, perhaps billions.

But recent research, most of it published in the last 20 years, suggests that roadkill is just the tip of the iceberg when it comes to the impacts of cars on wildlife; indeed, roadkill may actually be a fairly small part of the problem. Our love of the car harms our wildlife in many other ways, some of which we are only just starting to discover.

Take, for example, noise pollution. Birds are particularly sensitive to noise pollution, and there is plenty of research that shows that once the soundscape of an area becomes polluted with noise, many birds simply abandon it. A busy road produces noise that can be heard well over a mile away and even smaller roads can create noise disturbance over wide areas. We have such a dense road network that most parts of our countryside are now damagingly polluted by vehicle noise – indeed, I argue in my book that in Britain the area that is impacted by road noise pollution is actually greater than the area impacted by agricultural intensification.

As well as noise, a moving vehicle produces a whole load of other pollutants whose impacts on wildlife we are only now starting to understand. While engine emissions have, by and large, fallen over time, non-engine pollutants such as tyre and brake wear particles have increased as vehicles have become faster and heavier.

Recent research from the USA has shown that tyre wear particles cause massive die-offs of fish when they enter streams and rivers.

“The list goes on and on. The dead animals we see on the roadside are just the most visible part of a much bigger environmental problem

At night, our cars create light pollution, bringing a whole raft of problems for nocturnal animals. Our profligate use of salt on roads in winter brings a new set of environmental problems. And our road network has fragmented our once continuous landscape into thousands of little tarmac-walled traffic islands, with profound implications for the many species that refuse to ever cross even so much as a country lane.

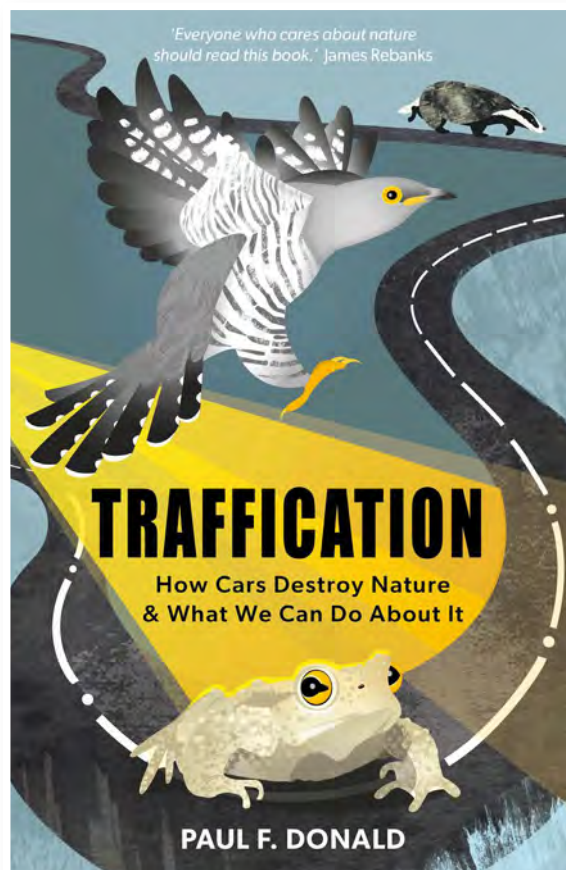
The list goes on and on. The dead animals we see on the roadside are just the most visible part of a much bigger environmental problem.

But can we do anything about it? I think we can. If conservationists finally embrace the reality that our profligate use of cars is a major cause of our ecological impoverishment, then the solution to our problems suddenly becomes much clearer.

Of course, people are not going to give up their cars any time soon, but there are things we can all do to minimise the impacts of our driving. We can all drive less, of course, but we can also drive slower – the damage our driving causes to the environment increases exponentially with our speed. If we drop our speed from 40mph to 30mph, we might halve the harm we cause.

So, let's all drive less and drive slower, and give our wildlife a chance!

'Traffication: How cars destroy nature and what we can do about it', by Paul F Donald, published by Pelagic Publishing, 2023. £20.00





The dolphin project

Until recently, very little was known about dolphins living in Island waters. Ruth Le Cocq spoke to Dr Paul Chambers, Jersey Heritage's Head of Geopark, about the results of a survey dispelling some commonly held myths

Dolphin sightings tend to draw gasps of delight as they frolic in the water alongside boats while seemingly wearing a perpetual smile. There's something about dolphins that appeals to the human heart and that something prompted the rescue of 13 stranded common dolphins at La Rocque earlier this year.

Back in May 1575 they weren't so fortunate. Records reveal that '87 porpoises of great size suddenly beached themselves' and they were given to 'the Seigneurs, the gentry of the Island, also the ministers and well-to-do people here and there'. Not quite a feast for the populace.

But did you know that a pod of around 350 bottlenose dolphins live permanently in our waters? And that, despite common belief, the Écréhous is not the best place to have a dolphin encounter?

Until just a few years ago nobody had any idea about the detailed behaviour of what is one of the largest pods of dolphins in Europe. Le Groupe d'Étude des Cétacés du Cotentin (GECC) in Normandy has monitored the size of the pod, which tends to splinter into smaller groups, since 1997, but it was the Société Jersiaise's Marine Biology Section that deployed hydrophones on the seabed in 2016 to record dolphin clicks, and thus their activity.

Dr Paul Chambers, now Jersey Heritage's Head of Geopark and formerly Head of Marine Resources, who has been a member of the Société Jersiaise for many years, was involved in raising the necessary funds to begin the project, which aims to support the conservation of cetaceans living and visiting our waters. These include bottlenose dolphins, deeper-water common dolphins, porpoises and Risso's dolphins, which can be as big as orcas.

The Société Jersiaise kicked the whole thing off because they wanted to find out more about dolphins. 'We tried getting people to stand with binoculars on the end of all the piers at high tide for a timed two-hour period, but it didn't work because they hardly ever saw dolphins,' said Paul.

“ Did you know that a pod of around 350 bottlenose dolphins live permanently in our waters? ”

Hence the hydrophones, which are automatic dolphin listening devices known as CPODs. They sit on the seabed for several months at a time recording and analysing the echolocation clicks of any dolphin or porpoise passing within a kilometre radius.

The project began with two CPODs – one of which became lost soon after it was deployed – and the remaining unit was moved around to different sites to find the dolphins' favourite haunts. After a couple of years more CPODs were introduced and now there are about ten units located at permanent sites including St Aubin's Bay near Noirmont, Plémont, Giffard Bay and Horn Rock.

'Initially focused on the east coast, which it turns out is actually pretty rubbish for dolphins, we thought we were getting absolutely fantastic data until we started putting the unit in other places,' said Paul.

He explained that different locations around the coast seem to be used differently by dolphins. They may stay for many hours or even days around the Paternosters and Minquiers, particularly during the summer.

'In the end we referred to the east coast as being almost like a commuter route because we would often detect the dolphins first thing in the morning just after dawn and then again late afternoon, so it looked as though they were going to work and coming back.'

A software package separates background noise from the recorded dolphin or porpoise clicks and an AI algorithm is used to look for behavioural traits.

'We think we have identified nine separate type of behaviour, which includes activities such as foraging. So, if a dolphin or porpoise is hunting, they will produce a very different rate of clicks and they tend to be much closer together and much more directive. When they actually find something, there is a very different pattern as the clicks get closer and closer together as they home in. Once they grab it, they make almost like a "woo-hoo" noise,' laughed Paul.

The data has revealed other surprising information. For example, it was assumed that porpoises were very rare in Jersey waters.

'We have now discovered that in mid-December they pile in and the hydrophones will just light up for weeks. Then they disappear around the middle of March.'

Puzzlingly, porpoises can be seen from Noirmont and across the north of the Island to La Coupe but, south of St Catherine's breakwater, there is barely any activity at all.

Meanwhile, dolphins seem to like topographic highs under water.

'At the Minquiers we have hydrophones on the inside of the reef and on the outside and they tend to be inside the reef during the day and outside the reef at night,' said Paul.

'In terms of our project it's really about trying to understand behaviour, trying to piece together the way they are using key parts of the coast and key habitat areas but also how they react to our world.'

In recent years the project has expanded to include Guernsey, Alderney and Sark and this Channel Island wide network shares data with the GECC.

Paul added that they also rely on autopsy information from strandings to find out the cause of death and to discover what dolphins and porpoises prefer to eat.

'They mostly seem to eat things you would expect them to, like mackerel, scad, snipe and squid by the bucketful!'

That said, Paul explained that the pod of dolphins living in Jersey waters are 'not in great shape'.

'Research by the GECC has found levels of heavy metals, PCBs and other organic pollutants in our bottlenose dolphins which are way above the recommended safety limits and it all comes from their diet so, make of that what you will, given that they are local.'

And with that in mind, it's likely that 'the Seigneurs, the gentry of the Island, also the ministers and well-to-do people here and there' might be wise not to dine on dolphins found stranded at La Rocque in the future.

'I suppose the last mental leap to be made,' said Paul, 'is that you can't very easily separate our need for a reliable food supply from the conservation of the environment.'

“ They may stay for many hours or even days around the Paternosters and Minquiers, particularly during the summer

One of the next steps of the project, which was originally funded by the Co-op Eco Fund and accountants Moore Stephens, with Chelonia Limited providing the hydrophones at cost price, is to publish a report.

'It really started off as a quite amateurish project and, as we have gone along, it has become more professional and certainly the manufacturers are absolutely delighted. They have given us units because the project has been so successful and we've even been a test area when they have upgraded them,' said Paul.



Nature's very own 'top gear'

'Motoring' along at a jolly impressive speed.

By Mike Stentiford

Now here's a thing. Is there any reasonable way of marrying the theme of motoring to that of the natural environment?

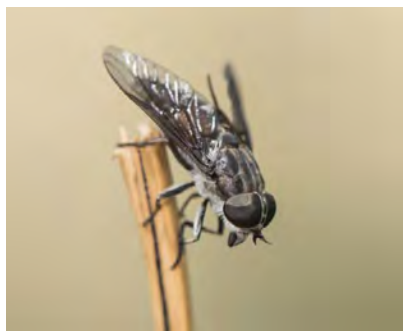
It's a conundrum that requires addressing as the current edition of *RURAL* magazine chooses to salute the classic cars that admirably display their vroom vrooming capabilities on Jersey's highways and byways.

But should a literary and admittedly slimline link be sought, then likely as not Kenneth Grahame's faultless 'The Wind in the Willows' might prove an immediate and ideal partnered 'passenger'.

Who, after all, could not possibly wish to share Toad's utter excitement over his bright red open-top vintage motor car and of his offer to Badger and Mole to join him on the ride of a lifetime?

Equipped with goggles, cap, gaiters and an enormous overcoat, Mr Toad is the epitome of the carefree driver enjoying the excitement of an open country road.

There is, of course, a far more relevant alignment between the undoubted proficiency of a motor car and that of the highly accomplished 'journeying' of certain distinguished members of the animal kingdom.



It's easy to assume, for instance, that the world and its wife are fully aware of the cheetah's officially recorded hunting abilities.

It appears that modest speed limits were never designated for this quite remarkable alpha predator. Known to keep all four feet on the accelerator at 70mph, this lean, mean cat is not the kind of hungry animal anyone would wish to find shortening the distance behind them.

While a range of birds, fish and even insects are known to officially exceed the normally accepted speed limit, at least two of these record-breaking species are alive and holding true to the fast-track here in Jersey.

By far and away the most familiar of these natural speed-busters is the peregrine, a species officially recognised as clocking up speeds of some 200mph.

Indeed, the undoubted skills of the raptor's hunting techniques has led to it being aptly referred to as the 'feathered Ferrari'.

But it also has the historic misfortune of having something of a chequered existence, both here in the Island and in the UK.

In Britain, these avian Olympians were almost exterminated during the Second World War due entirely to their insatiable culinary fondness for carrier pigeons.

By 1956, the species had made a bit of a recovery with the numbers of breeding pairs having reached 650. Six years later, due to the introduction of DDT pesticides, these numbers had again crashed to just 68 breeding pairs.



To a certain degree, the same situation occurred here in Jersey when, from around the 1960's, peregrine falcons failed totally to gain entry into the local bird checklist.

Due to a number of favourable factors, however, the rise and rise of Jersey's peregrines continues in the right direction with the Société Jersiaise confirming a current status of around six breeding pairs.

Incidentally, the word 'falcon' refers to the female of the species while the male rejoices in the far more distinguished title of 'tiercel'.

Although it might appear of little or no consequence, Jersey's other record speed holder just happens to be an insect – the ubiquitous horsefly.

Heaven only knows how its speed of knots have been officially recorded but scientific endorsements have been accepted that this undeniable little nuisance can reach airborne speeds of around 90mph.

Recognised and unloved as a ghastly botherer of horses, the insects are so abundant that, apparently, they are even refused IUCN classification (International Union for Conservation of Nature).

So, alongside the Island's magnificent cavalcade of vintage motor cars with each one faithfully keeping to its individually acceptable speed limit, impressively racy flight arrivals and departures continue unabated from the peregrines above and the horseflies below.

Nature, it seems, has no regard whatsoever for any of the locally recognised speed limits.



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The past – the key to the future

‘Island Past Climates and Environments’ is the name of a project studying weather patterns in Jersey over thousands of years; it was not just last winter that the weather in Jersey was a bit off. Sheena Brockie met Dr Yunus Baykal from Uppsala University, who is leading the project



Islanders have been invited to help in a project studying weather patterns in Jersey over thousands of years, to help them with the next stage of their project, through Citizen Science.

The research project is titled ‘Island Past Climates and Environments’ (islandPACE for short), funded by Jersey Heritage and the Jersey Community Foundation. It is a collaboration between a team from Uppsala University in Sweden and local researchers, with the aim to investigate the past climates of Jersey.

It is being led by Dr Yunus Baykal, a sustainability adviser and an amateur archaeologist. His role is to discuss the current climate change, and as he explained... ‘the past is the key to the future, and how Jersey fits into that narrative’.

The team are researching the Island’s past environments, including Ice Age dust storms, sand dune formation and past sea level changes.

“**The Channel Islands have experienced significant climate changes in the past**

The Channel Islands have experienced significant climate changes in the past, with examples of both dry conditions during the last Ice Age and warmer periods with higher sea levels which is evidenced by the raised beaches we see around our coastline.

Dr Baykal completed his PhD studies specifically looking at the loess deposition at Green Island in Jersey, where there are more than 50,000 years of climate history available to study. Surprisingly, he discovered that the main accumulation phase was more than six feet of loess in just a few thousand years. There must have been some very severe storms!

Although difficult to imagine now, the English Channel was once a dry landscape.

During the height of the last Ice Age, approximately 20,000 years ago, global sea levels were lower as water was locked up as ice within vast ice sheets around the globe. In northern Europe the Eurasian ice sheet extended as far south as Germany, Poland and England.

As a result, large areas of the continental shelf were exposed as dry and dusty land.

Huge dust storms at that time deposited thick layers of mineral dust across the continent. This wind-blown dust, which is called loess, is made up of fine sand, silt and clay particles.

To determine the age of the loess deposits in Jersey, Dr Baykal uses a technique called luminescence dating. Samples are taken in an opaque tube to ensure sunlight cannot impact the samples, which are then processed in a darkroom using red light to see. Single grains of quartz or feldspar are extracted and stimulated, causing luminescence signals to be released and measured – and thus determining how long since the sample was buried.

Using this process the researchers found that most of the loess was deposited during the coldest period of the last Ice Age, when ice sheet collapses caused dramatic meltwater floods in the area that has since become the English Channel. Ice sheet meltwater carries loads of sediment particles which, after the flood retreats, become available for deflation – leading to dust storms. Additionally, fresh water from glacier melts mixes with salt water, which interferes with ocean circulation, which in turn plays a critical role in climate change.

Dr Baykal believes Jersey is perfectly suited to geotourism due to its unique geological features. The sediments exposed at Belcroute provide an exceptionally complete record of the last 150,000 years of climate history, but the base of the cliff at Portelet makes it apparent how complete a geological record of the last glacial cycle we have in Jersey.

At the base of the cliff, a few metres above the current sea level, are the rounded stones eroding out from the cliff face, the remains of an 8metre raised beach. Above this sits layers of windblown sand, loessic head, and loess deposited, all witnessing dramatic changes in climate and environment during the last Ice Age. Finally, at the top of the cliff sits the Holocene level, our current geological time beginning approximately 11,700 years ago.

The new luminescence results from the Portelet and Belcroute areas will be available later in the year, but first come months and months of analysis in the darkroom for the team.

Dr Baykal said: 'Jersey is a fantastic place to be for a Quaternary geologist. Not only is the completeness of the Island's past climate record impressive, situated so close to the Atlantic Ocean, the Island is very sensitive to climatic changes. Our research on Jersey's past thus helps to better understand the impacts of climate change on the landscape of NW Europe.'

Islanders are being asked for reports of any fresh exposures of earth or soil that can help the researchers study the past climate of Jersey, particularly dune sand, mineral dust (loess) or raised beaches. They should report their finds, together with a photograph of the exposure and location, through the contact form at CitizenScience! on the islandPACE website... www.islandpace.org



A campaign debrief



In RURAL's last edition Jersey Trees for Life discussed its Hedgerow Campaign – an initiative established in 2007 that benefits the local environment and biodiversity in numerous ways by planting new hedgerows. Most notably it creates extended habitat corridors for wildlife but also helps protect crops, keeps soil warm and mitigates flood risk.

The practical part of the campaign (i.e. tree planting season) is very much a winter activity, in this part of the world at least, running from late November to March. The reason is that trees should be planted when dormant, as doing so makes them less likely to get damaged, meaning a far greater chance of survival.

With planting season now behind us and winter disappearing into the rearview mirror, it seems like the ideal time to reflect. The charity's CEO, Alex Morel, assessed the campaign's impact, how it compared to previous years and what to look forward to with the support of next season's dedicated sponsor, ATF Fuels.

'We knew from the start that it was going to be a campaign like no other, if only because of the extra work caused by the storm,' she stated. 'As it turns out, volunteer engagement has been incredible, our team has been brilliant, and it's ended up as our second most prodigious campaign ever – so obviously we are delighted.'

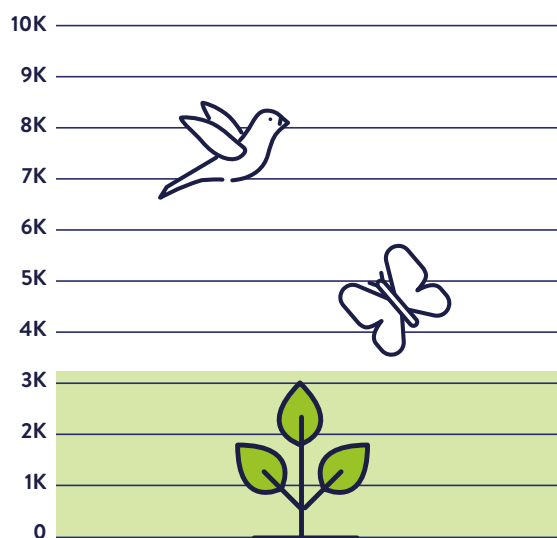
The 2023/24 Hedgerow Campaign ultimately saw Jersey Trees for Life and 20 of its volunteer teams plant over 3.5km (2.2 miles) of hedgerow across 44 locations in nine parishes, totalling over 13,000 whips and 475 potted trees of exclusively native species.

'What's even better,' continued Alex Morel, 'is that we're already in great shape for next season, not only with our planting locations agreed but with the knowledge that ATF Fuels will cover the significant costs of all whips and trees.'

If you own agricultural land and want a new hedge planted, contact Jersey Trees for Life to arrange a site visit.



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Gardeners Questions for Rural Magazine's 'Aunty Planty'

Introducing a new series from our RURAL magazine agony aunt on gardening matters – Aunty Planty

Why do my camellia blooms turn 'rusty' as soon as they open up?

You are not alone this year, so much of our Island's display has been ruined by so much rain. From the photograph sent, it is difficult to tell if this is purely rain and moist conditions, or something more sinister.

There is a petal blight disease caused by the fungus *Ciborinia camelliae*, which arrived in the UK from Japan in 1999 and is identified by a bluish/grey tinged ring on the petal base once you have removed the faded petals. Alas no treatment is available yet, but the best practice to help your camellia survive is to remove all petal litter possible (it will be infected with the fungus) and destroy it (not on the compost).

Then treat your shrub to a thick covering of mulch/leaf mould to bury the overwintering fungus structure, and water regularly throughout the growing season. Prune to reduce the amount of foliage it has to cope with whilst under stress.

New fungal spores require petals to be wet to infect them emerging Jan-March, so we hope for a drier start to 2025 or choose to plant the autumn flowering *Camellia sasanqua*. That said, *Camellia sinensis* is a wonderful glossy structural shrub that can be enjoyed even without her beautiful flowers!



What's the best way to clean my sticky pruning blades?

A spray of WD-40 and work with steel wool. Further soaking in washing up liquid and more wool work will shift residue, dry and a light spray of oil with a final wipe.

Snip Snip!



What can I use to kill the weeds on my lawn? I want to be mindful of the insects above and below the ground and the grass!

A very sharp trowel, a pair of knee pads and a good podcast! If you want to remain organic, it's a straightforward weeding job, leave the ones you like and consider extending areas of long grass with mown paths – weeds seed less easily in long grass. Or use a flame gun... with caution!

I've moved into a house over the winter with a north facing garden which includes a rough lawn, vegetable patch and borders as well as a south facing gravel area (including some raised planters) all of which are in a bit of a sorry state. What should I concentrate on to make the most of the outdoor space this year and what should I focus upon in the years to come?



Viburnum opulus 'Roseum' suitable for a north facing site

How exciting, but good to take time to observe and plan.

How much veg do you want to grow? Maybe this year sow with *Phacelia tanacetifolia* grown as a green manure in the Island, a great cut flower and pollinator, whilst improving the soil. Maybe a few fennel/Cosmos/sunflowers to cheer things up.

It's worth working out where you plan to sit/lunch/enjoy the views of the garden before planting. Do you need more shelter from the winds, or do you need to open a view?

If you are itching to plant new trees or shrubs, I would recommend replanting into large pots, to then sink into the ground in your proposed position.

Make sure you keep them watered over the summer, there is less root disturbance when you come to plant in the autumn, and you can change your mind!

Shrubs good for north facing site; *Viburnum opulus* 'Roseum' with its beautiful creamy/green pompoms,

scented *Philadelphus*, showy *Hydrangea* 'Limelight' for later in the summer. Border plants; *Acanthus mollis* 'Rue Ledan' (not invasive) *Anemone* 'Honorine Jobert', *Astrantia* with their long-lasting flowers and stary *Gillenia trifoliata*.

Could you reduce the mowing area and keep some areas as long grass with oxeye daisy, knapweed and field scabious, just weed out the thistles and docks?

A sunny gravel area sounds lovely, every opportunity to plant straight into the gravel and use it as a weed suppressant – lavenders, thyme, *Verbena*, *Erigeron kavinsianus*, also bulbs *Amaryllis belladonna* (the Jersey Lily) and *Allium*.

Mediterranean shrubs in the raised beds; *Teucrium*, *Cistus*, *Artemisia* and *Pittosporum tobira*, *Caryopteris* from Asia and South American shrubby *Salvia*. Get some organic matter on all those beds over the winter and good luck!

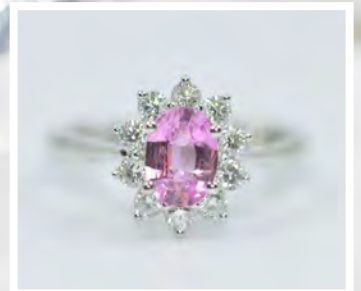
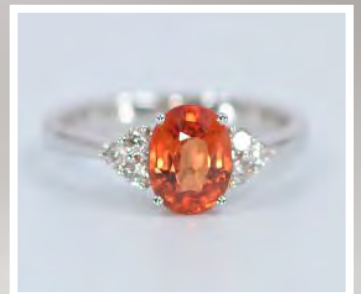
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Salivating over salvias

Gill Maccabe inspected the colourful displays of salvias in the garden of Anna Bradstock, membership secretary of the Jersey Gardening Club and gardening columnist for **RURAL** magazine

Salvias look good in almost all planting schemes, particularly in Jersey where they seem to perform outstandingly well.

Forget the serried rows of lavender coloured salvia *nemerosa* or *Rosa Amanda* beloved of municipal gardeners. There are an estimated 2,000 different varieties of these nectar rich flowers in a vast range of forms.

The spikes of tubular lipped flowers come in almost every colour imaginable – from white and pastel pink to deep purples, magenta, scarlet and electric blue.

They are an absolute magnet for bees, butterflies and other pollinating insects, they hold their own for months in a mixed border and are fantastic for underplanting roses as they begin flowering just as the roses are finishing.

Salvias can even cut down on weed production as the woody types particularly stretch their legs and cover the ground with repeat flowering. They are a key plant in a dry coastal garden and if you plan wisely, they can provide colour from May to Christmas!

Anna Bradstock, who returned to her Island home from Berkshire a few years ago, has a string of gardening diplomas and courses under her belt. She was also a guide at the Savill Garden in Windsor Great Park and ran a consultancy called Garden Roots running workshop days for groups keen to learn, hands-on. She is genuinely amazed at how well salvias grow here.

‘They grow so much better here than in England,’ she enthused. ‘Why doesn’t everyone have them in their garden? They have so much to give.’

In her garden are too many to count varieties of salvia, all in her favourite colour palette of blues and purples and pinks (no strong reds allowed).

‘They chumper on,’ Anna laughed. She seems to know all her plants intimately and regards them as friends.

‘If you are strict about your colour schemes then it doesn’t really matter where they pop up. They are so easy to take cuttings from, and you can decide whether to cut them down hard for the winter, or not, depending on their situation and individual habit.’

“Salvias look good in almost all planting schemes, particularly in Jersey where they seem to perform outstandingly well

‘I see how it goes, some plants could do with a bit of growth over winter just to protect them, as at some stage we might get a real pig of a winter – but some others I have to cut back as they have been pushed forward by other plants and I want them to stand up rather than be pushed forward as they get heavier and heavier.’

Possibly Anna’s current favourites are her rather fine clumps of fuchsia pink *S.involucrata* ‘Bethellii’ which looks a bit like a boiled sweet with an unopened bud.

‘Don’t you just love the nose? I love the colour of the leaves, we had to do a plant profile for the course I did at Chelsea Physic Garden and he was my profile. The bees have to make a little hole in the bud to suck out their nectar.’



Salvia involucrata ‘Bethellii’

Anna further recommends:

S. Uliginosa (bog sage) – Its ornamental appeal is the continuous display of small, clear, sky-blue flowers produced on the upright spikes. The flowers open in the morning and fall by late afternoon in hot weather but are replaced by newly opening flowers the next morning.

‘It runs on roots unlike most of them and if it likes you, it goes mad and it will run and run. It needs space and doesn’t look nice staked. It likes moist conditions – not wet but moist. I just love it, you turn your back for a month, and it goes whoosh!’

Salvia ‘Phyllis’ Fancy’ – This is one of the best and taller salvias, both for your garden and for your home, as the cut stems maintain their brilliant colour when in a vase or arrangement, and it blooms from late summer to frost when other summer flowers have given up being productive. The wonderful display of bicolour purple and white flowers is a delight in the autumn border.

‘They remind me of furry pyjamas, I have them near our dining terrace and we can see them as we eat. Not every plant is invited there so it has to work hard.’

I left Anna contemplating a few blissful hours in the potting shed preparing her cuttings – one of her favourite tasks.

‘I put the cuttings together in little pots of about twelve and keep them warm on my shelf with a heated coil underneath.

‘They like being hugger mugger together and then I pot them up individually around March, and off we go again.’

If you would like to see how easy it is to take salvia cuttings, log on to www.bbc.co.uk/gardenersworld – Episode 9 2020 – for presenter Carol Klein’s demo.



Salvia uliginosa (bog sage)



Salvia ‘Phyllis Fancy’



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Gardening in summer

**Ariel Whatmore
describes her garden
during high summer**

This is essentially the season that we have been working towards all year and now is the moment all our endeavours have come into fruition.

It is also time that gardens are open for a chosen charity as it is the peak time for flower displays before the latter days of summer. Borders still look lush and healthy. It is as well to acquire a list of the gardens that are open, the times and directions. In most cases the charities provide teas, which makes a lovely opportunity to visit with friends and relax on a Sunday afternoon on a terrace or well-groomed lawn.

Also, at this time of year, the swallows have arrived back from their travels and can be seen swooping in and out of old barns or tool sheds looking for the location of their previous visit, and also finding their old nests which they may well reuse after a bit of tidying up. They will generally remain in Jersey until September/October when they will once more migrate across the world to the Sahara for their winter abode.

The same mud nests can be remade and reused for as many as fifty years and the offspring enjoy returning to the same area as their parents. The eggs hatch between 14 and 18 days, with their eyes opening after about ten days.



Endearingly, both parents are responsible for collecting insects during flight and returning to feed their young. It is said that swallows make about four hundred 'sorties' each 24 hours and are the last birds to go to bed at night. Often, in full summer, at 9pm these delightful birds can still be seen swirling round the sky at lighting speed when the rest of the bird population have long ago started rest for the night.

The well known gardener Margery Fish once wrote that June is a month that takes care of itself. Another writer wrote: 'certain areas are "over-brimming" and yet the weeds keep coming'. Poets have been known to refer to 'leafy June' as the foliage forms an excellent background for the brightness of the flowers.

Certainly, this is a time for indulging in the glory of roses. The renowned gardener Arthur Hellyer said that June and early July were the easy months 'because roses love our climate'. As the sun sinks on these summer evenings the air can seem to be drenched in their scent.

The UK is ideal for roses, with its mild, moist climate, and has several superb nurseries – David Austin, Mattocks, and Peter Beales in Norfolk. All these nurseries deliver very efficiently to Jersey. I usually order the bare root specimens which are on order from November to May.

Roses have a tradition of having a section set aside specifically for them, with borders of lavender or catmint, but then in the 'off season' such an area can look unkempt, so it is often better to incorporate them in a mixed border where foliage and textural plants form good companions. The clematis *Perle d'Azur* is a good partner, and also *Verbena rigida* as a neighbour.

“ It is not easy to know the best time to take softwood cuttings as plants vary so, but for hydrangeas, buddleia and lavender this is a good time

It is not easy to know the best time to take softwood cuttings as plants vary so, but for hydrangeas, buddleia and lavender this is a good time, also *ceonothus*, *alstromeria* and *Perovskia*. A friend has asked for a particular geranium, as it seems to survive well in January and the leaves have an interesting scent.

For several of us it is often the question as to when to trim box. In some cases, the charity openings are imminent, and it is tempting to trim (*buxus*) in early June, but it is much better to leave the trimmings until late August or even September, so that they do not have to undergo a double trimming. There are plenty of other plants to trim, such as Portuguese laurel, bay, privet and yew.

As summer unfolds it is time to celebrate the much-loved lily family. Most lilies grow well in pots or other containers which means they can be positioned to maximum effect in courtyards or where they are most likely to be appreciated. *Lilium regale* is easy to grow and can make a strong statement.

Keeping up with weeding, deadheading, mowing and cutting hedges is demanding during the summer months, but the reward is worth the overflowing abundance and profusion of colours and shapes of so many enchanting plants.

I will end with a quote from Hilaire Belloc's poem, 'Rose'

'When you shall come into the High Rose-Gardens

Cut me a Rose and send it down to me.'



Gardening in the Gulf Stream with plants a-plenty

Anna Bradstock returned to her native Jersey after 35 years of gardening at the foot of the Berkshire Downs. She is now settled in a traditional Jersey farmhouse with a private but extensive garden



Echium pininana, sometimes known as tree echium

How does one bid farewell to a much-loved garden of 20 years? Call me fickle, but after a temporary transplant to Berkshire for 35 years, a new romance has blossomed with an old acquaintance. A fanciful profile might list me as 'a mature gardener looking for pastures new, she spares no backwards glance to the labour intensive borders painstakingly refreshed to perform from March to October.'

Absence has certainly made my heart grow fonder of the plants, 'Jersey Belles', that thrive in our oceanic climate.

As you see, I have intentionally used the Latin names of plants as they are internationally recognised and avoid confusion with the vernacular names used in different regions. It is particularly important to use them when ordering plants as you can end up with an altogether different plant or variety. All the Latin names are very findable on Google and reputable plant lists.)

In my Jersey garden skyrocketing *Echium pininana* hum with early bees, delicious honey-scented *Euphorbia mellifera*, flamboyant *Geranium maderense*, *Erigeron karvinskianus* tumble from cracks in the granite walls and of course our Jersey Lily, *Amaryllis belladonna*, envy of any August visitor, turn heads with her lipstick pink blooms and heady perfume.



Dierama pulcherrimum (angels' fishing rod)

There seems little 'downtime' as far as Jersey gardening is concerned. Freezing temperatures used to keep me inside in Berkshire, but here, winter dormancy is less obvious. Camellias spread winter cheer, *C.sasanqua*, flowering from November as a prelude to the rose-coloured riot of colour throughout January and February. Then, banks of daffodils, exotic magnolia flowers and massive rhododendron soon hurl us headlong into another growing season.

It has been my focus to resist overplanting with alluring May beauties, (tricky for a plantaholic) when our garden is enjoyed by most family and friends from June to October. The vitality of verdant green foliage of every shade as trees, shrubs and herbaceous friends come into leaf would be the 'light bite' option for May, but clearly the *Rhododendron fragrantissimum*, grown safely outside, is a privilege to enjoy, as well as *Pieris japonica* and *azalea* that relish our acid conditions. *Cornus kousa* varieties have been another obsession for many years, rather too widely available in the local nurseries for any sense of resolve!

My *Melianthus major* has astounded me with its arboreal aspirations, planted in a raised granite walled bed; it sat weakly in a cosseted pot in Berkshire with only five or six glaucous leaves.

Here, four years later in April, it sends handsome red plumes to rival any Household Cavalry Life Guard skywards up to 8 foot and making a fine job of hiding parked cars and dustbins. I 'borrowed' inspiration from a London square where they had him tamed in a pot, providing very handsome undemanding foliage for a sunny positioned container.

Another glaucous glamour puss is *Romneya coulteri*, an underused papery white poppy impresario that now romps along my sunny bank in a clump of 2-metre white flowering stems of ferny foliage throughout June and July.

Indeed it has been a case of 'careful what you wish for' with the climate warm enough for many more plants to self-seed, no need for fiddly cuttings of *Oenothera* (syn. *Gaura*) *lindheimeri* it appears capriciously amongst the gaps on the terrace. The gravel edging the borders is a popular party of *Linaria purpurea*, *Verbascum*, *Verbena* 'Bampton', *V. bonariensis* and the hedonistic *Erigeron karvinskianus*, leaving some of my visitors searching for a hoe!

“**Absence has certainly made my heart grow fonder of plants, the 'Jersey Belles' that thrive in our oceanic climate**

Allium bulbs dug into the gravel or free draining pots stand sentinel and cope better with wet winters, in contrast to those assuming leek-like foliage in the clay soil of the border.

A modestly beautiful plant I befriended in Berkshire has thrived in her new home – *Thalictrum delavayi* with small delicate purple skirts to white petals held along wiry stems up to 1 metre, interspersed with *Aquilegia* like foliage, willingly seeds in sun or semi-shade. Invisible until May, one can mistakenly dig her up, so it is best to leave a thin cane to remind a wayward weeder.

Sun-baked granite walls may not be the kindest conditions for traditionally elegant English roses, often falling victim to blackspot or powdery mildew, better perhaps with the air circulation of an arch or pergola where their scent can be best appreciated.

I have opted for a cosmopolitan southern elevation of our traditional Jersey farmhouse, *Tracheleospermum jasminoides* sends her Asiatic perfume around our terrace, with a delicate *T. asiaticum* 'Pink Showers' blushing slightly later in the summer.

As I write in May, my white *Passiflora caerulea* 'Constance Elliott' holds a mass of buds which I hope will give a repeat performance of last year's flowers from May to September. No fruit yet, but hold the tropical fruit salad!

Plumbago auriculata with terminal clusters of china blue flowers proves a lot more vigorous than I thought, having 'got away' last summer bullying the strategically placed blue flowering *Ceratostigma willmottianum* below, it has been trimmed and pinned very firmly to wires on the wall, we know how enthusiastic our South African friends can be! Adjacent is a fellow from the Cape doing well, *Dierama pulcherrimum*, 'angels' fishing rods', which appear to have caught pink fish as they wave at 1.20 metres from a clump of strappy leaves. *Eucomis bicolor*, the pineapple lily, again from the Cape where the climate is akin to a Mediterranean one with a bit more rain ... my idea of heaven!

Lilium regale pop up with a look of pineapple about them. After three years in the rich Jersey soil and our lengthy sun hours, last year they were suitable sniffing height for my 6'3" son!

Saving the best till last, my enduring love affair with a host of *salvia* (see the article about salvias in this issue of *RURAL*). They live in sunny Jersey with *Salvia* 'Phyllis Fancy' towering to 2 metres either side of our terrace where she hangs around until Christmas. Now that's my kind of party animal!



Geranium maderense, sometimes known as giant herb-robert



Romneya coulteri, sometimes known as california tree poppy

Old Farm – open garden

Old Farm on La Route de la Trinité will welcome visitors of all ages on Sunday 23 June in aid of the Jersey Association for Youth and Friendship. By Anna Bradstock

Entering through the gates of Old Farm, home to Clive and Jo Chaplin, my excitement was mounting for a glimpse of the notable collection of trees and the beautiful garden in which the Chaplins are once again kindly hosting a Jersey Association for Youth and Friendship (JAYF) event.

I was greeted by a gorgeous Jersey granite farmhouse (predating the stone of 1712 above the door) with the classic extension at right angles creating a gravel courtyard surrounded by an historic collection of granite buildings.

Clive Chaplin bought the house in 1993 from the estate of Sir Christopher Peile Thompson, wanting a larger garden. At Old Farm he found it in spades.

Sir Christopher, a keen dendrologist, employed David Ransom, a Kew graduate, to lay out the garden in the 1970s. Fifty years later his legacy hosts several champion trees noted by the Jersey Trees for Life survey in 2013. The garden, a private delight on the western side, is approximately three vergées in size, comprising seven rooms full of interesting shrubs, roses, a mix of herbaceous plants, vegetable garden and orchard.

The Chaplins have kindly hosted JAYF cream teas twice before on their terrace, today ablaze with hundreds of wallflowers in an annual rotation and a mass of pelargoniums already in bloom waiting patiently in the greenhouse. The adjacent rose garden hosts perfectly pruned roses and Mediterranean lavenders, *Cistus* and *Phormium*, well-chosen to enjoy this beautifully sunny space throughout the summer.



Clive Chaplin

We scaled the rockery, planted with Clive's knowledgeable choices for this well-drained soil.

Up to the large croquet lawn bordered by 20 giant topiary Camellia trees, clipped with military precision in a continental style, resulting in a fabulous line of glossy green giant lollipops, no quarter for exhausted yellow leaves in this immaculately kept garden!

I was thrilled to hear that Clive's favourite tree is a magnificent *Cornus kousa* var. *chinensis*, indeed an Island Champion, perfectly sited in sheltered dappled shade. This magnificent Chinese dogwood introduced by Ernest Wilson from Hupeh, China in 1907, is covered in creamy four-petalled papery bracts (think poinsettia) with bobble flowers in the centre.

Flowering in May/June, its bracts can last a month on this delicately branched tree, followed by bright red hanging fruits in summer, with numerous cultivars available to suit every sized garden... what's not to like?

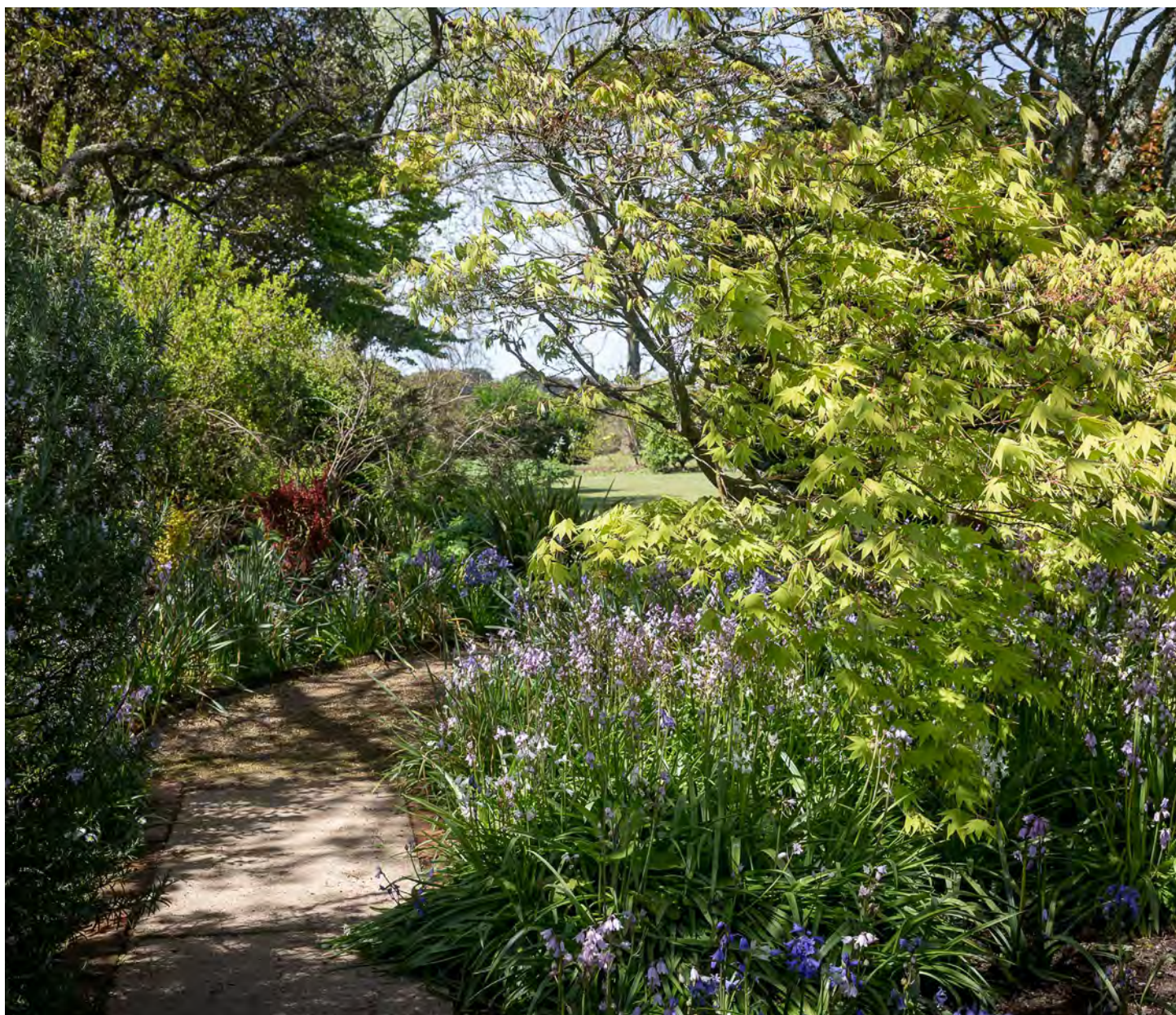
Further towards the sun is a Judas tree, *Cercis siliquastrum* from the eastern Mediterranean, recently recommended for gardens coping with climate change. It's a slow growing show-off in late spring when exotic pinkish purple flowers in dense clusters exhibit 'caulifory', sprouting directly off the bark, followed by beautiful heart shaped leaves.

More champions to be found, a *Pyrus nivalis*, snow pear, rivalling the massive weeping lime for height, dwarfing the rest of the orchard trees which occupy the vegetable garden close to the tennis court.

The handkerchief tree, *Davidia involucrate*, will be fluttering its long white bracts in May to attract the pollinating bees, another Chinese introduction to the UK by Wilson in 1899.

A closely related and unusual native American Tulepo, *Nyssa sylvatica*, is planted in the Arboretum, producing elegant elliptic leaves and fiery autumn colour. *Liquidambar styraciflua* is another fiery contender for a wide range of conditions.

Leaving the Arboretum, along the paved walk walled by mature clipped *Magnolia x soulangeana* variety with showy purple cupped blooms, we reached Clive's favourite place in the garden, a teak table under a magnificent *Magnolia grandiflora* where this peaceful oasis can be enjoyed in daytime shade or on golden summer evenings... here's hoping!





This is the last of the JAYF Open Gardens for this season. The charity would like to thank all the generous garden owners for helping it to support this important independent local charity.

JAYF provides safe, affordable, and supervised accommodation to young people between the ages of 18 and 25 who might otherwise be homeless in Jersey.

Old Farm, La Route de la Trinité, JE3 5JN is open to the public on Sunday 23 June 2-5pm.

£6 entrance, children under 12 free.
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Directions and full details are available on www.jayfjsy.org.je/ events and on Facebook @jayfjsy and Instagram @jayf_gardens





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Summer in the veg patch



Summer is the season when crops come to fruition and we can enjoy the holistic benefits of gardening. By Tom Robinson, RJA&HS Horticultural Committee member

Summer (fingers crossed) has come, and it is a very busy time for vegetable gardeners, with so many jobs that need doing. Your vegetable garden will gladly devour as much free time as you have, but the rewards it gives you more than make up for the effort.

Not only do we now start to see the crops coming to fruition but we also enjoy the holistic benefit of gardening, being outside and exercising in the fresh air, with no phone or computer screens. It makes an enormous difference to the quality of life, plus the produce you grow will be way more flavoursome than anything you can buy from the shops.

As quickly as your vegetables grow, you will invariably find the weeds grow just a smidge faster, so it is important to keep on top of these. A simple mulch will not only help minimise weeds but also reduces moisture loss as well. I prefer to wait until the weeds are big enough to be easily pulled out, as opposed to tackling them when they are small.

If you have stinging nettles growing, this is a sign of a good soil, as it shows your soil has good nutrient levels. Also if you're keen you can make your own compost tea with them – simply pick a load and pop in a bucket, cover with water and then cover. Leave the tea to brew for about three weeks then you have free fertiliser to use — be warned it can be fragrant! If you have your own comfrey plant, then even better.

The plentiful rain over the winter and spring will have washed away a lot of the nitrogen in the soil, so a good sprinkle of fertiliser a week or two before you plant is a good idea. Regular feeding throughout the summer is vital to maintaining good vegetable production, with some crops being hungrier than others.

Tomatoes do benefit from a light feed once a week coupled with regular watering, sometimes two or three times a day if it's really hot. If your fruit is splitting on the plant it's a sign that it's had surges of water. Another common problem with tomatoes is blossom end rot where the base of the fruit turns black. This can be a sign of low calcium but is usually a sign of stress from heat, cold, overwatering, under-watering or anything in between. The usual varieties like Gardener's Delight and Moneymaker are not usually susceptible though. If you are lucky enough to have a greenhouse, now is the time to put a light spray of shade paint on it; this stops your crops from being scorched by the sun (if we get any).

Courgettes are a favourite to grow and you will only need two plants to keep a couple fed regularly, they love water and are also hungry plants and it is essential that you keep picking them when the fruits are 4-5" long. Don't leave one for the next day as it'll have doubled overnight! You can also stuff the flowers with a mousse and either poach or deep-fry.

Keep regularly picking crops when they are ready to help keep your production lines going. Runner beans need to be picked when they're young or they go stringy. If you're picking more than you can eat, chop them up and a quick minute or so in the steamer and they're ready to be frozen to be enjoyed later in the year. It's surprising how quickly a freezer can fill up once the crops start producing more than you can manage.

It is important to harvest your lettuce when they are ready as they do not sit well in the ground and will bolt to flower quickly. Weekly sowing of 6-8 seeds will ensure a regular supply for you. They usually are only in a usable condition for 4-5 days, so regular small sowing reduces wasted crops.

If you're growing brassicas, then the white butterfly is a thorn in your side; their caterpillars can strip a crop in a day. Ideally, they should have a net cage around them that is big enough for your plants to grow without touching the net, as they will lay eggs through the net if it's even remotely close. Regular inspections to remove the tiny yellow eggs laid on the underside of leaves will be worth it.

Slugs are also a real pain but beer traps are effective. Simply dig a hole, pop in a plastic cup that is half beer half water, and the slugs are under control. If you have some beer left over after setting your traps, that's a gardener's perk!

If you're able to get cucumbers growing – well done! They are tricky to grow from seed, but they also do need picking regularly. I tend to grow the mini cucumber varieties – it's much easier to eat than a normal one as you invariably end up picking rather a lot of them. Later in the season they can be susceptible to mildew which looks like a grey powder on the leaves, usually only controlled by spraying. But you can mix a little milk powder in a little spray gun, and this can be really effective too.

If it's your first year of growing vegetables, make a note of what grows well for you and what doesn't. Some varieties I try and have great trouble with, so I know not to try them again.

As you are going through the summer, you can start to make plans on what you want to grow the following year. Also, if something is growing well in your garden, you can start to save your own seeds for the following year, which means you're not only getting your stock for next year ready, but it's not costing you a penny either!



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'They're off!'
— says Tommo



Tommo

Jersey Race Club's commentator, Derek 'Tommo' Thompson, was interviewed by his wife, Caroline, who, of course, has unparalleled access to the thoughts of her interviewee

Last year, the president of the Jersey Race Club, Elizabeth 'Bunny' Roberts, invited Derek 'Tommo' Thompson to be the commentator at The CoinShares Racecourse at Les Landes – an experience he thoroughly enjoyed.

“Tommo is one of the best known names in the world of horseracing, frequently referred to as ‘the voice of horseracing’

Tommo is one of the best known names in the world of horseracing, frequently referred to as 'the voice of horseracing'. Horseracing has always been his passion – he lives and breathes it every day. He was asked what first inspired his love for the sport?

'My late father, Stanley, took me to Stockton racecourse when I was just five years old, and I picked all five winners and won over £4! The seed was sown and my parents then organised horse riding lessons for my brother and me in Saltburn – a North Yorkshire coastal town. Riding along the beach quickly progressed to winning gymkhanas which led on to showjumping. I was successful in the National Junior Showjumping Championships before turning my hand to riding racehorses for Grand National trainer, Denys Smith. Following this and aged 17, I went to France for more experience as assistant trainer to Pierre Sanoner in Chantilly.

'Alongside this, my father enjoyed commenting at the local races and, at age 15, I was standing by my father's side at the Cleveland point-to-point when he handed me the microphone halfway through the race saying he was struggling to see the horses. I picked up the microphone and the rest is history. I was hooked!'

Tommo's life has been filled with so many exciting events that have taken him around the world a number of times, including hosting in Hollywood and presenting at two Olympic Games. With so many to choose between, which three career highlights did he prize most?

'The first is easy: I was the youngest ever commentator on the Grand National in 1973 at the age of 22. A record I still hold to this day. This was a very special Grand National as it was Red Rum's first victory and I subsequently commentated on all of Red Rum's Grand Nationals for BBC Radio.

'Another highlight has to be riding the winner at Plumpton races in 1980. It may have been a close finish but, I can proudly say, I beat the future King of England into second place that day! Something we both remembered and laughed about at Royal Ascot last year when he reminded me I would never become Sir Tommo!

'I would love to be able to say that being chosen by the kidnappers of Shergar to help try and negotiate the famous Derby winning horse's release in 1983 was a highlight but, sadly, I can't. It did not have a happy ending and it was a terrifying ordeal all round. A tragic and heartless crime against an incredible horse that continues to mystify the racing world to this day, despite numerous theories.

'My third highlight has to be presenting The Morning Line on Channel 4 on Saturday mornings for over 20 years. With co-presenters including John Francome, Brough Scott, John McCririck, Jim McGrath and John Oaksey, we were the original team. It was the heyday of lively banter – big characters who worked hard and were allowed to laugh even harder in those days!'

He has been described as 'unashamedly Tommo' and 'famous but forever familiar' – what did he think was the secret to this uniqueness?

'Some people might shy away from the camera or hearing their voice out loud – I am the opposite, I thrive on it! Having a microphone in my hand, talking to racing people and hopefully making it interesting, is when I am at my most natural and confident. Strangely, take the microphone away from me and I can actually be quite shy in real life.

'However, I am lucky enough to be paid to do the job that I love and to meet people from all walks of life. I love horses and racing, but I am genuinely interested in people. Why do people say I am unique? I guess I have an instantly recognisable voice and I don't take myself too seriously – it's good to make people laugh.'

Tommo has been working almost non-stop for over 50 years. For those just starting out in their careers what qualities did he consider most important to ensure success and longevity?

'Hard work! If you get up and work, you get paid – therefore work! Self-discipline, drive and energy, curiosity, courage, gratitude, compassion, exercise, the ability to laugh at yourself and with others. Finally, keep it simple.'

This will be Tommo's second year commentating at The CoinShares Racecourse at Les Landes. How was he enjoying the racing experience in Jersey and what did he think set it apart?

'I love it! It's a combination of competitive racing and a fantastic group of people in an incredible setting – the views from the commentary box must surely be some of the finest in the Island. We have met fascinating and fun people and the hospitality is second to none. It's full marks to the hardworking behind-the-scenes team, in addition to which the size of the racecourse ensures the whole event is cohesive and inclusive whether you are fine dining in the marquee or picnicking.

'I host a number of racing trips with a company called RacingBreaks.com and, based on my recommendation and considerable enthusiasm for the Island, they are in the process of organising a bespoke Jersey racing break for about 30 racing enthusiasts. I am also the Ambassador for the Group 1 racing syndicate My Future Champion (www.myfuturechampion.co.uk) and one of our recently purchased horses, Initio, has just arrived in Jersey for the racing season ahead.

'Racing syndicates are an important part of racehorse ownership these days and our fellow owners are very much looking forward to sharing the Jersey racing experience with us.

'Win or lose, the Jersey racing experience will make the day for us all.'



L-R Paul Roberts with wife, 'Bunny' Roberts (president of Jersey Race Club) and Tommo

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Putting your dog in the picture



Jersey-based photographer and dog-owner Rachel Hughes provides top 10 tips on how to photograph your dog

I absolutely love photographing people with their beloved canine companions. Dogs are beautiful, expressive, packed full of personality and have a loyalty to their humans that is unbreakable. Capturing the bond between a dog and owner is a real privilege, and sadly because dogs don't live as long as us, photographs of them are especially precious.

If you are lucky enough to be reading this with a wonderful dog curled up at your feet, hopefully I can inspire you to not only take a few photos of him or her, but also help you – through a few top tips – to make those snaps look more professional.

Camera kit

You can take photos of your pet with a smartphone of course, but if you're looking to create high-quality files, I'd recommend picking a camera with a high-speed continuous shooting mode and decent autofocus capabilities.

If you want to get really serious, my favourite professional lens is a 70-200mm f/2.8 lens, which is perfect for capturing action shots from a little distance away, as well as beautiful portraits with lots of softness in the background thanks to the low aperture.

Accessories

Extra tasty treats, or a ball or toy that they love, are a winner if you'd like your dog to stay still for a particular shot. Move that treat or toy around the camera lens to get some great expressions from your dog.

The noise of a squeaky toy when a dog least expects it is one of my favourite shots. When your dog is calm and looking at you, give the toy a squeak from behind your back. Chances are they will cock their head to the side to try and figure out where the noise is coming from. Be quick to capture it!

Having an assistant with you can be invaluable; you could have them gently hold the dog while you back away for a shot before they are released; perhaps you could get them to throw a ball, make a noise or hold a treat behind you to get the dog's attention. Both will give you more time to focus on your camera and your shot.

Be patient and make it fun

If your dog enjoys the experience of the photo session, then you'll be more likely to capture them at their happiest. You want shots that reflect your dog's character, so choose a location where they feel safe, then shower them with attention and love, and play their favourite games.

Get portraits first

If you want to get some beautifully still portraits of your dog, I'd recommend taking these shots first, so that they are not panting from the exertion of running around and their tongue is then hanging out!

Get down to your dog's level

One of the best tips for photographing your dog is to get down to their eye level, to capture them in their world and from their perspective. This is why I am usually found kneeling or lying down on the beach or grass on my photoshoots, to ensure I get the most emotive shots. Make sure you dress for the conditions – waterproof trousers come in handy!

Focus on the eyes

Make sure those beautiful eyes are in focus. It's easy to mistakenly get a dog's nose in focus if they are looking straight at you. Use a single focus point on your camera that you can move within the frame to sit exactly on one of your dog's eyes as you take the shot. If they are facing slightly away from you, focus on the eye closest to you.

Capturing your dog on the move

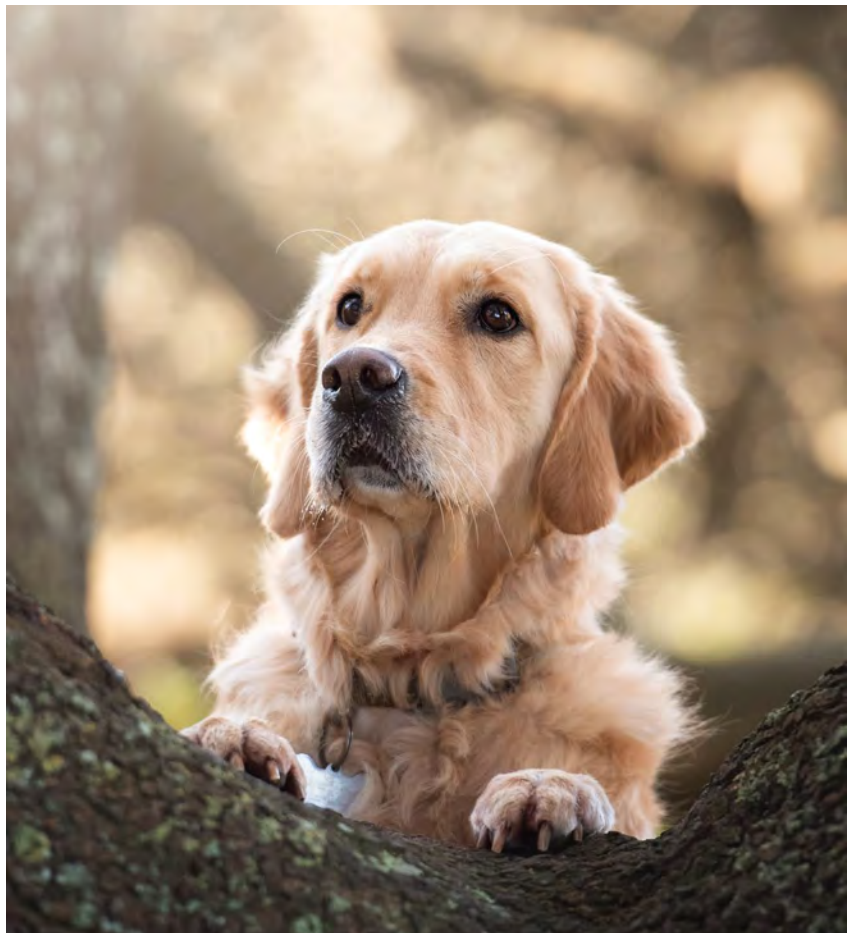
Successfully capturing a dog in mid-air is tricky, as they can be very fast (especially if you have a spaniel like mine!). Common issues include missed focus, the dog filling too much of the frame, or unintentionally terrifying photos resulting from flying ears and bared teeth!

Whilst there is certainly a bit of luck involved, there are some things you can do to maximise your chances of getting that golden shot:

- Don't zoom in too much – remember, you can always crop the photo later
- Position your camera's focus where you think the dog's head will be, so that you are ready when you release the shutter
- Use a very fast shutter speed – I use 1/1000sec if a dog is running or jumping
- Have your camera set on 'sports' mode or continuous focus/tracking mode
- Use the 'burst' mode to take a sequence of fast shots – you'll increase the odds of getting a perfectly-timed shot, though there will inevitably be plenty of hilarious outtakes to sift through (and enjoy in their own right!)



“If your dog enjoys the experience of the photo session, then you'll be more likely to capture them at their happiest. You want shots that reflect your dog's character, so choose a location where they feel safe, then shower them with attention and love, and play their favourite games





Flattering natural light

Whenever possible, shoot in natural light during the 'golden hour' – early morning or late afternoon. Avoid harsh midday sun, which can cast unflattering shadows over your subject and also wash out colour.

Lovely background blur

Choose a background that is not distracting. To get that dreamy feel where the background looks out of focus, place your dog about five metres in front of a beautiful patch of backlit greenery. Set your aperture low and focus on your dog's eye.

Photographing black dogs

It can be trickier to photograph black dogs, as your camera can struggle to pick up all the detail in their fur; as a result, they can often end up looking like a black smudge with eyes! The best tip for photographing them is to look for soft, even light. Find some shade or choose a cloudy day for your shoot.

I hope you feel a little better equipped now to take some great photos of your dog. Persevere and don't worry if you make lots of mistakes along the way. It's worth it for that one memorable shot of your favourite companion.

Happy clicking!

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Scentwork for dogs

Scentwork calms a boisterous young dog or puppy without having to over-exercise them. The mental stimulation it provides also improves cognition, ultimately making your dog cleverer. By Harry Matthews of Origin Dog Training

Humans are a visual species. We have lost our other senses.

When you hunt, your senses tune in to the natural environment. Every broken twig cracks, every rustle of a hedgerow focuses the eyes. But our sense of smell is all but gone. Our olfactory sense only activates for the frying of bacon or post baked bean 'releases.'

For dogs, smell is the primary sense.

A recent study from Aberystwyth University found that by using scentwork on dogs, the researchers could improve 'bad' behaviour and improve their impulses. Previous studies had only ever shown this with trained working dogs. This new research was conducted on untrained pet dogs.

But what is scentwork? Scentwork is an umbrella term for all the different scent disciplines.

There is the formal sport of scentwork, which is often called scent detection or nosework. There are subtle differences between the three.

Think of scent detection as the sport version of the drug dogs at an airport. The dog is tasked with locating a target odour. The dog has been conditioned to learn 'when I find the odour, I get my ball'.

Tracking and mantrailing are similar activities; like the difference between Rugby League and Rugby Union. Both done outdoors, the dog learns to follow the path taken by a track layer.

Tracking, a more formal discipline, is where the dog follows footprint to footprint in a field to locate a toy or food. Think of it as a giant etch-a-sketch pattern in the grass.

Mantrailing is locating the track layer or 'missing person' who has run off. The dog does not have to follow the exact footprints and can trail i.e. use air scent to locate the misper.

Gundog work incorporates whistle work, obedience, hunting and retrieves whilst the dog learns to locate the dummy or quarry using their nose. The dummies can be realistic looking and may even be scented with the smell of the prey; pheasant scent for example.

There are many ways to get into any of these sports or disciplines. There are online programs to follow, you can watch YouTube videos or there are plenty of dog trainers here in Jersey who can teach you.

Why is it good for your dog?

Aside from the aforementioned behaviour changes, there are many other benefits.

Scentwork can boost the confidence of a nervous dog. The serotonin and dopamine release from problem-solving leaves a dog feeling great. It also reduces cortisol, the stress hormone. Many studies have shown reduced cortisol equals a longer, healthier life.

Scentwork calms a boisterous young dog or puppy without having to over-exercise them. This is because of the mental stimulation it provides. It also improves cognition, ultimately making your dog cleverer.

Some dog sports are great for very active dogs but what if your dog is older? Or injured? Or is reactive? Scentwork can help with all of those.

So, give scentwork a try.

**For further information, contact
Harry@origindogtraining.com**

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Caring for your ageing dog: recognising signs and providing support

Sarah Lewis of Pawellness is a veterinary physiotherapist, practising in Jersey

As your dog ages, their needs change just like ours do. While they may not be able to communicate discomfort or distress in the same way we do, there are several subtle signs and changes in behavior that can indicate they need a little extra care and attention.



As an animal physiotherapist, I've had the privilege of working closely with ageing dogs and their owners, helping them navigate the challenges of ageing gracefully (or disgracefully as some prefer!). In this article, we'll explore some common signs to watch out for in your ageing dog and ways you can provide support to ensure their golden years are comfortable and enjoyable.

Gait Changes

One of the most noticeable signs of ageing in dogs is changes in their gait. You may observe your dog limping, favouring one leg, or having difficulty getting up after lying down. These changes can be an indication of various underlying issues such as arthritis, muscle weakness or joint pain. Arthritis, in particular, is a common condition in ageing dogs and can cause stiffness and discomfort, especially during movement. If you notice any abnormal gait patterns or signs of discomfort, it's essential to consult with your veterinarian for a thorough evaluation.

Signs to look out for:

Shifting weight off limbs – not able to stand still

Distinct bottom wiggle side to side

Bunny hopping gait (using both back legs together)

Head bobbing (lameness in the front)

Muscle Weakness

As dogs age, they may experience muscle weakness, which can impact their mobility and overall quality of life. Weakness in the hind limbs, for example, can lead to difficulty climbing stairs or getting in and out of cars. Regular exercise tailored to your dog's needs can help maintain muscle strength and flexibility. Additionally, physiotherapy techniques such as therapeutic exercises and massage can be beneficial in addressing muscle weakness and improving mobility.

TIP: Raise food and water bowls for medium to large dogs – it takes the stress off the front limbs.

Arthritis

Arthritis is a progressive degenerative joint disease that commonly affects older dogs. It causes inflammation and pain in the joints, leading to stiffness and decreased mobility. Signs of arthritis may include reluctance to engage in physical activities, difficulty rising or lying down, and a noticeable decrease in overall activity level. To help manage arthritis in your ageing dog, your veterinarian may recommend dietary supplements, prescription medications, and lifestyle modifications such as providing supportive bedding and maintaining a healthy weight.

Coat Changes

Paying attention to changes in your dog's coat can also provide valuable insights into their health and wellbeing. As dogs age, their coat may become dull, dry, or brittle. Additionally, you may notice increased shedding or the development of bald patches. These changes can be indicative of various underlying issues such as hormonal imbalances, nutritional deficiencies, or skin conditions. Ensuring your dog receives a balanced diet rich in essential nutrients, and regular grooming, can help maintain a healthy coat and skin.



Cognitive Changes

Just like humans, dogs can experience cognitive decline as they age. Commonly referred to as canine cognitive dysfunction (CCD), this condition is characterised by changes in behaviour such as disorientation, confusion, and altered sleep patterns. While CCD cannot be reversed, there are several ways you can support your ageing dog's cognitive function, including providing mental stimulation through interactive toys and puzzles, maintaining a consistent daily routine, and ensuring they receive regular veterinary check-ups to monitor for any underlying health issues.

TOP TIP:

- 1: Feed kibble** – scatter feed in the garden
- 2: Feed raw** – try using a Lickimat or Kong to feed them
- 3: Have left over cardboard boxes and packaging** – hide treats in them and let them sniff them out



Caring for an ageing dog requires attentiveness, patience, and proactive management. By being aware of common signs of ageing such as gait changes, muscle weakness, coat changes, and cognitive decline, you can take steps to ensure your dog remains happy and comfortable as they grow older. Consulting with your veterinarian and working closely with professionals such as animal physiotherapists can provide valuable support and guidance in navigating

the challenges of ageing gracefully with your dog. With proper care and attention, your dog can continue to enjoy a fulfilling and active life well into their golden years.

*Any questions or advice on how you can help your dog e-mail:
info@pawwellness.co.uk*



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In the UK, more and more churches are allowing dogs into churches and cathedrals – albeit with restrictions. Kieranne Grimshaw spoke to local church leaders to hear their views on allowing our four-legged friends into church

‘Pongo and Missis [the Dalmatians] knew that humans did not like dogs to go into buildings which had towers and tall, narrow windows. They had no idea why, and had at first been a little hurt when told firmly to wait outside. But Mrs Dearly had once said: “We would love you to come in if it were allowed. And I would go in far oftener if you could.”’ – The Hundred and One Dalmatians, by Dodie Smith

Dogs have never been banned from church, according to the Roman Catholic Dean, Canon Dominic Golding.

‘Prior to coming to Jersey in 2018, I was Dean of the Catholic cathedral in Portsmouth. Every weekend it had several dogs at Mass with their owners. One dog sat at the very front, which did startle a few people coming forward for Holy Communion – not that the dog ever reacted to them,’ Canon Golding said.

‘At St Thomas’ Church in St Helier, we’ve had a few dogs with us for Mass. One comes regularly, belonging to a choir member – not once has he joined in the singing but he’s always happy to “meet and greet”. Being the owner of a dog myself, I’m always delighted when I know she’s welcome in a church or any place else.’

From a Methodist point of view, Rev Peter Goodhall, the Methodist Minister for both Bethesda and Bethlehem and also Communicare, said: ‘It would be for each church to decide if it were suitable to host a Pet Service. I remember rural parish churches in the UK that held them.’

‘I once attended a service that celebrated the work of Guide Dogs for the Blind and a number of guide dogs were present. After the first hymn concluded, the service leader gave the firm instruction “Sit!”. I also recall a church service attended by Bruno, a black labrador puppy, and his owner. I began the service with the observation “I see I am not the only one in black wearing a dog collar”.’

In the parish of St John, the Rector, Rev Beverley Sproats, said: ‘Now and then I get asked if people can bring their pets, especially dogs, into church.’

'I know that people are really passionate about their pets, however I do encourage people to leave them at home for a regular church service, as not everyone is comfortable with dogs in church. Some may be allergic or frightened or the animal might be a distraction. Of course, we would always welcome assistance dogs like guide dogs. St John's church is open during the day for private prayer, so people would be able to bring their dog in then.'

“ Now and then I get asked if people can bring their pets, especially dogs, into church

'Now and then we hold a Pet Service outside in the churchyard. It's a lovely way to thank God for animals and our pets, and people bring along their pets or photos of them for a blessing.'

'I once took a funeral for someone who bred and kept whippets, and the family asked if a couple of whippets could come to the funeral. The dogs were very well-behaved, and even joined in, standing up and sitting down when the congregation did so – you could hear the dogs' harnesses jingling when they stood up and sat down, but thankfully they didn't bark!'

The Anglican Dean of Jersey, the Very Rev Mike Keirle, confirmed he regularly has somebody attend services with their assistance dog.

'She's a very friendly Staffy Bull Terrier, people seem used to seeing her. When I first met the owner, the Staffy crawled into my lap and sat down. We occasionally have a 15-piece band, including a pair of cymbals, which can be a cacophony of noise for an animal, but the animals that do come are well-trained and don't even react.'

'It's all about the emphasis on the owner to have appropriate control of their dog and notice if it becomes stressed,' he said.



RC Dean of Jersey, Canon Dominic Golding, with Zita



Anglican Dean of Jersey, the Very Rev Mike Keirle, with Kara

“ Anyone with a friendly dog seems to draw people in – dogs are a great conversation starter. It all forms part of building community, including things which are precious to us – our pets

The Dean explained that, due to the Town Church's urban location, they don't have many dogs attending church services, but during the week a large number of people walk their dog through the church grounds as it's a small green area in the town centre.

'Tourists also like to visit a church and are welcome with their dogs, as long as they're well-behaved,' the Dean continued. 'Once a month, we have a Sunday stroll from church, when people often bring their dogs. We gather beforehand and dogs wait at the back.'

'I believe over half of cathedrals in the UK allow dogs, and Canterbury has just opened up its doors. It's nothing new – dogs are frequently depicted in church in religious 17th and 18th Century paintings. During medieval times, the church model was often based around the marketplace, where animals gathered. Communion rails were originally installed to prevent animals wandering around the altar and sanctuary, as it was the focal point for worship.'

Recognising the therapeutic value of dogs for our wellbeing, he concluded: 'Anyone with a friendly dog seems to draw people in – dogs are a great conversation starter. It all forms part of building community, including things which are precious to us – our pets.'



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FOR US, IT'S PERSONAL



Short-term holiday lets



Why not let out your property so others can enjoy an Island retreat? By Laura Shirreffs, senior associate at Ogier

With summer (hopefully) around the corner at the time of writing in early May, many Islanders will be looking forward to spending quality time with their families. While this may be a holiday abroad for some, it could be an Airbnb staycation in Jersey's picturesque countryside for others.

This follows changes to the Planning and Building (General Development – Short-term Holiday Lets) (Jersey) Amendment Order 2024.

As from 1 April 2024, Islanders have been able to let out their property (or a part of their property) as short-term holiday lets for up to 12 weeks in each calendar year. This legislative change not only offers locals (and tourists alike) a choice from a greater number of properties for their holiday, but also the opportunity to earn a few pennies.

Before this legislative change, Islanders wanting to create an Airbnb in their homes faced a big legal barrier. They could not use a dwelling house (or any part of it) for short-term holiday lets without obtaining prior planning permission for a change of use under the Planning and Building (Jersey) Law 2002. This was because it did not fall within the Planning and Building (General Development) Jersey Order 2011.

The General Development Order provided consent for certain stated classes of development and for changes of use without the property owner needing to apply for planning permission, but this consent was limited.

The amendment updates the General Development Order, so as to permit a change in use of a building, or part of one, from only being a 'dwelling' so as to allow for accommodation stays and for leisure purposes, for a combined duration of no more than 12 weeks in the calendar year.

It is important to note that:

- the accommodation is for leisure purposes only, it cannot be used as a main dwelling during those 12 weeks
- the 12 weeks maximum limit covers the total combination of visitors, it is not a limit per visitor
- should you wish to let your property, or part of it, out as a short-term holiday let for more than 12 weeks per calendar year, then planning permission for a change of use will still be required

While this amendment to the legislation is fantastic news for tourism, other requirements for homeowners wishing to register with Airbnb to host short-term lets are still in place. These include...

Title restrictions

If the property is a share transfer or flying freehold apartment, it is necessary to ensure the relevant articles of association / declaration of co-ownership and any house rules and regulations have no restrictions on Airbnb or short-term lettings. With Airbnb becoming more popular over recent years, these restrictions are appearing more in legal documents for apartment blocks.

Assisted buyer schemes

For those who have purchased their homes using an assisted buyer scheme, it is highly likely your scheme documents prohibit any form of leasing or sharing of occupation without first obtaining consent through the terms of the scheme, which may or may not be granted.

Lending restrictions

Some mortgages and loans contain restrictions on letting or sharing occupation of the property without the lender's consent, so check your paperwork carefully. These restrictions are very commonplace where a homebuyer's mortgage has been entered into (rather than a buy to let). Failure to comply with the terms of the mortgage and obtain the lender's consent risks triggering an event of default which would result in the lender being able to call in the loan.

Lease restrictions

If you rent your property, it is essential to consider whether you have the authority to sublet the home or a room within the property. Residential leases in Jersey often contain restrictions over subletting, either absolutely or without first obtaining the prior written consent of your landlord. Listing your property on Airbnb in breach of the terms of your lease may have serious consequences. It could lead to the landlord seeking a court order for early termination of the lease, recovering possession of the property, and a claim for damages to compensate for any loss they have suffered.

Insurance considerations

In addition to the restrictions set out above, it is necessary to inform your home and contents insurer that you are considering registering with Airbnb to take on paying guests. Failure to seek prior consent of the insurer may risk the insurance company refusing to pay out if the property is being used against the terms of the insurance policy.



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The Pallots of Pallot Glass

Happy 70th birthday, Pallot Glass and Windows! Robin Pallot, whose family have owned the Pallot company since its inception, was interviewed about the development of the business that has been helping both householders and businesses since 1954

One day, while Robin Pallot was studying a French and Spanish course at Bristol University, completely unexpectedly, came this terse telegram: 'Your father has died. Come back immediately.'

'It was a great shock,' he said, 'because my mind was not at all focussed on it. My father had said to me once: "Why don't you come and join me in the business?" and I said ... "I don't think so". I wanted to be a teacher. So, he didn't push it. But overnight, effectively, I had inherited his business.'

Seated in an easy chair in an office at his business premises in the Rue des Prés Trading Estate, his Golden Retriever, Herbie, comfortably asleep on the carpet close to his legs, Robin Pallot, who has led the family company – Pallot Glass and Windows – since 1965, recalled the events that have shaped his life and his business career.

'It all started when my father, Wilford Alexander Pallot (all my brothers had funny names – surnames as first names!) had worked for his uncle Tim, running a market garden at Bel Royal. He sold tomatoes and cauliflowers and potatoes.

'When his uncle died, Wilford, who before the war had been a painter, carpenter and general building handyman, saw an opportunity to take over the business in Dumaresq Street owned by an old man, A P Hedouin – Hedouin's Glassworks. It was just to the right of where Romerils is now: a little road has been built on the site after the building was demolished by the States. They wanted to create a road going through to the Post Horn pub, because Hue Street was going to be totally redeveloped and it all became part of the Hue Court redevelopment.

'Wilford bought this in 1954 and ran the business with his brother, Percy, for about ten years. In 1964 they formed the business Pallot Bros Glass Ltd – and a year later, he died of a sudden heart attack.'



Robin Pallot with his golden retriever, Herbie

“Wilford bought this in 1954 and ran the business with his brother, Percy, for about ten years. In 1964 they formed the business Pallot Bros Glass Ltd – and a year later, he died of a sudden heart attack



Robin Pallot with Tom Matthews, who has worked for the company for 38 years

Robin continued: 'I was in the middle of my teacher training course at Bristol. So, after my father's death, I continued doing that until I passed my teaching certificate, after which I came home as chairman and director of Pallot Bros Glass Ltd. So, I had my summer holiday and then started work with Uncle Percy and the company in 1965.'

The first thing on his business agenda was this question: what was going to happen to the business premises, because the States were determined to demolish everything in Dumaresq Street?

He was advised that he needed to get the States to give him another site, perhaps on the other side of Romerils, and – if he wanted to expand – obtain a larger building at Rue des Prés, at what was then the very new trading estate.

After something of a tussle with the States, he got his permission both to rebuild in Dumaresq Street and to purchase the building site in the new estate – £7,000 for a vergée of industrial land.

'Jersey in those days hadn't really been too affected by the finance industry. We were more concerned with attracting wealthy people to come to the Island and doing work on their new Island homes. The Island also wanted light industry, which was why Rue des Prés had been set up, and for opportunities to export.

'I was part of the Jersey Productivity Council, which discussed earnestly manufacturing and export opportunities. We saw a niche market for manufacturing windows, specifically aluminium windows, which in those days, before plastic, before PVC, were all the rage.'

At the Building Exhibition at Olympia in London, Robin came upon a product that was an aluminium window that didn't produce condensation on the surfaces. The German manufacturers had developed the idea of a thermal break, separating the outside surface from the inner one, so that the inner surface wasn't in contact with the outer. Pallot's became their agents, and it was used in Jersey in many well known buildings.

“After something of a tussle with the States, he got his permission both to rebuild in Dumaresq Street and to purchase the building site in the new estate – £7,000 for a vergée of industrial land

“We’re still here. The third generation, represented by my son, Marcus, sits on the board. He has teenage sons... so the Pallot family may be associated with Pallot Glass for a long time yet

‘We were part of this idea of producing products that could be exported – and the market was there. We landed the contract for all the windows and doors to manufacture here for the Australian Embassy in Beijing. We also did the windows for the Australian Ambassador’s residence in Djakarta.

‘Because we had an agency for this aluminium product, we also got the agency for the UK. The amount of work generated meant that we needed a total workforce of 120. We had to rent a Huelin’s shed at Five Oaks to have enough space to manufacture all of this.

‘We also did the Edgware Road Metropole Hotel in London – a major export job as well. Those three jobs were our high points of keeping 120 people busy. After that, the market tailed off. We realised we had too many competitors doing much the same thing, and we just had to buckle down and reduce the workforce.

‘Now, we are just dealing with the local market, and that is as much plastic PVC windows as aluminium. That is how the business has developed. We’ve got a small works building department, and as it happens, thanks to that dreadful storm last November, lots of work has been generated.’

It is hardly surprising that over 70 years there have been a lot of changes. But as Robin said: ‘We’re still here. The third generation, represented by my son, Marcus, sits on the board. He has teenage sons... so the Pallot family may be associated with Pallot Glass for a long time yet.’



Robin Pallot with James Douglas, who has worked at Pallot's for 44 years.

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Whispering Angel

A rose – or a rosé – by any other name?

Prize-winning wine writer Hamish Marett-Crosby has a sniff(ter)



Whispering Angel – it could be the theme of a mediaeval hagiography or a legend about a revered anchorite many centuries ago, but it's not. It is a highly upmarket wine created (both in price and taste), to top the market.

To those of us in our late teens during the 1960s, pink consumers were never considered seriously, nor were they brought up to follow any rules about what to drink and when.

Anjou Rosé, full bodied, sweet and on sale everywhere at an affordable price, took over as an easy to drink, easily available, plonk. Every 'bring a bottle' event would always have a large selection of that wine available after bemused and confused guests would pop into the nearest off-license and take a bottle of that familiar pink drink with them on the way to the party.

But fashions, not to mention palettes, changed and the bulk produced medium sweet wines at that end of the price spectrum lost their appeal and those who searched for something similar, but different, headed to Portugal and the new craze, Mateus Rosé. Meanwhile others, the brave crowd, headed south to Provence which was already making a name for light-coloured dry rosés with enough complexity of taste to accompany the astonishing variety of food to be found in that region.

Which brings us very neatly to Château d'Esclans, a 270-hectare estate (including 45 hectares of vineyards). The current château was built in the 19th Century and sold in 1875 and then changed hands several times over the years. In 2006, Sacha Lichine bought the company and ran it until it was bought by Moët-Hennessy in 2019.

By that time M. Lichine had installed state-of-the-art facilities and a team of winemaking experts to help him create a premium rosé to age gracefully in oak barrels. From the Esclans cellars comes Whispering Angel, legendary in its native Provence. You can tell this rosé is top-notch as soon as you open it.

“**It's little wonder that Provence has attracted entertainment stars to enjoy its lifestyle and beautiful landscapes.**

Liberation Quality Drinks (formerly Victor Hugo Wines) are importers of Whispering Angel and managing director Tim Hubert makes no apology for offering a rosé as a speciality wine at the high end of the market. He is not dictated by previous perceptions of what a rosé should be and what price range it should fall into. Here is wine made with combinations of those Provence grapes – to which we are gradually getting used – and they include the heart of Provence rosé, which comes from the fact that Grenache, the mainstay of so many wines, has a relatively pale skin.

Visually Provence rosé can range from pale shell pink to 'onion skin', copper, deep salmon, and every shade in between. Generally dry in style, the wine is typically very fruit-focused, with a wide range of fruit at its core.

It's little wonder that Provence has attracted entertainment stars to enjoy its lifestyle and beautiful landscapes. Thus, a new category was born, the celebrity rosé, and of course this appealed to the heavy hitters within the industry, the

biggest of all being Louis Vuitton Moët Hennessy (LVMH). It took control of the most famous name in Provence rosé; Château d'Esclans, producers of Whispering Angel.

Made from Grenache, Cinsault, and Rolle (Vermentino), the grapes are sourced from vineyards in the Esclans Valley and Côtes de Provence region. Harvested at night to ensure freshness, grapes are sorted at the winery for the purpose of health and quality. After that, soft crushing occurs followed by rapid temperature cooling (7-8°C). Free run juice is then produced, which gets vinified in stainless steel.

As Tim Hubert from Liberation Quality Drinks said: 'It can be served as an apéritif, an accompaniment to a variety of cheese boards, or pair alongside your favourite seafood dishes.

'However you use it, whatever it is served with, Whispering Angel is a class act.'



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The Waterfront Bar & Terrace is excited to announce its newly extended food serving hours from 8am – 10pm daily, ensuring all guests are never short of delicious culinary delights. Sit and relax with a view while indulging in our mouth-watering food offerings.

Our terrace area, boasting stunning views of the marina, reopened in March. Guests can revel in this beautiful setting, perfect for an afternoon tea with a view or a sunny lunch to brighten up their day. And on weekends, live music is adding to the already vibrant and lively atmosphere, creating an unforgettable experience.

For those driving to our location, we offer complimentary car parking. Our convenient location makes it easy for locals and tourists alike to enjoy all that the Waterfront Bar & Terrace has to offer.

We are committed to offering an experience that is both unique and relaxing for all of our guests. Whether you're stopping by for a quick lunch, dinner with loved ones, or just a drink with friends, we've got you covered. Our friendly staff are ready to welcome you and ensure that every visit is a memorable one.

Come join us and indulge in an experience that is sure to leave you satisfied and longing for more!

*For more information, please contact:
Waterfront Bar & Terrace @ the Radisson Blu*

*Email: Info.jersey@radissonblu.com
Tel: 01534 671 100*



The Jersey Society of Artists

The society's president, Sally Reading, writes:

At the time of writing in early May, the Jersey Society of Artists is holding its new exhibition, 'Life Is Colourful', at Grève de Lecq Barracks. It is due to close on 12 May and I hope many RURAL readers will have visited our exhibition during this time. Why buy mass-produced work when you can have your very own one-off?

The Society has a permanent base at St Ouen's Community Centre and holds several weekly sessions. On Tuesday mornings there is the General / Still Life session, Wednesday afternoons is Portrait, and Saturday morning is also General / Life.

In June, members are going outside to paint each Tuesday and Thursday. These venues include lovely private gardens not usually open to the public, or a few of our public scenic views.

There is so much scope, with the various venues – just being outdoors gives us all much relaxation and enjoyment.

The Society arranges several workshops during the year, both by local artists and visiting tutors. There is often a waiting list for these as they are very popular. We all want to improve our art skills.

On a more social front, summer and winter lunches are arranged at popular restaurants, and there are also occasional get-togethers at our base.

As we receive no Government funding, the Society is arranging a Saturday sale of art materials, plus a fun auction, to be held in September at the CCA Galleries in Hill Street in St Helier. Please note the change of date and venue from 10 August to the new September date.

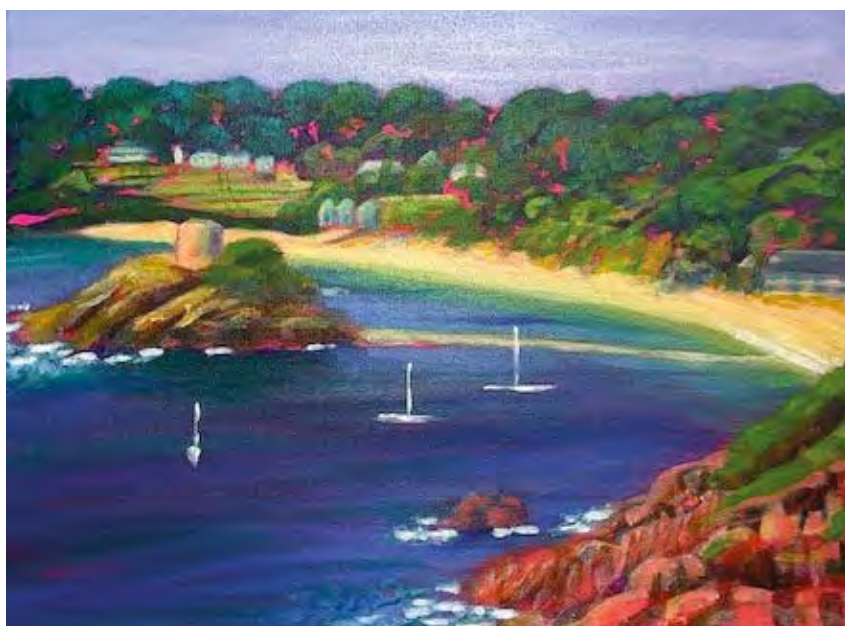
Previous auction lots have included afternoon tea at a popular hotel; painting by our artist members of family, friends, pets or houses; free art classes and pottery classes; a 9-hole round of golf at the Royal Jersey Golf Club, and many others. This time there will be equally exciting lots - many of these are just not available to the general public, so are very special.

“The Society arranges several workshops during the year, both by local artists and visiting tutors. There is often a waiting list for these as they are very popular

At the end of May we chose members' paintings for our 2025 calendar after the success of this year's calendar.

If you would like more information, or are interested in joining the society, do contact our membership secretary, Aldyth Stansfeld – aldythstansfeld@gmail.com. Any prospective member is welcome to come to one of our studio sessions for a free try-out.

Aldyth has contributed to the Summer edition of RURAL in the collage titled *Rozel Harbour* and also the picture of *Portelet Bay*.



Portelet



The Journey

A short film has been created by a Jersey company, Green Eye Productions, working with young people at La Passerelle School. They are entering it for film festivals worldwide

A short film has been made by a team headed by producer Julie Daly-Wallman. It has been written by young people at La Passerelle School as part of a production team led by Julie. It will be entered at film festivals internationally, including a special screening at BAFTA, where students will be invited to come and view the film.

“Creating films with students creates opportunity and hope and builds confidence for everyone, and we want to continue creating

‘We have put together a beautiful story, a script, a budget and a schedule,’ Julie said. ‘It has received funding shared 50-50 from the Jersey Government’s Arts, Culture and Heritage pot and from the Education school pot. The local team, including talented director Rebecca Coley, who made it with the students, are hugely experienced. We are all hugely delighted with it. The music was also produced by a La Passerelle student.’

The film is called *The Journey* and Julie said it is a very beautiful and charming story about a young girl who is being bullied in class, but her peace and hope is the relationship she has with her pony.

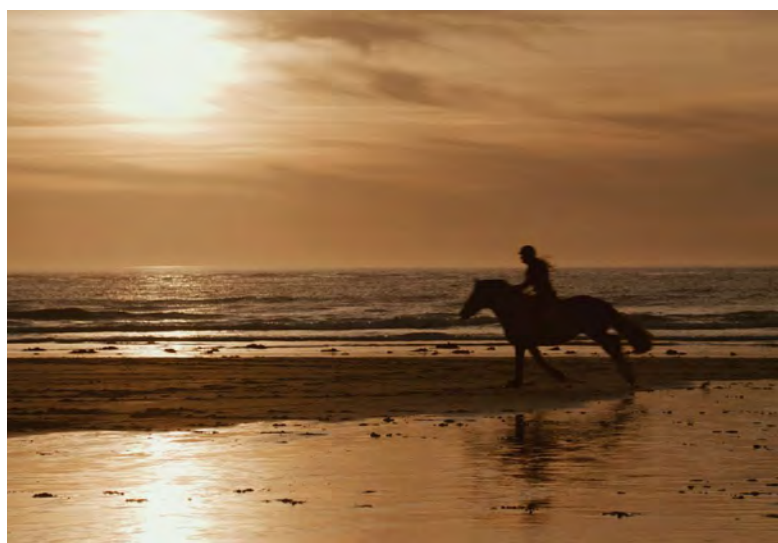
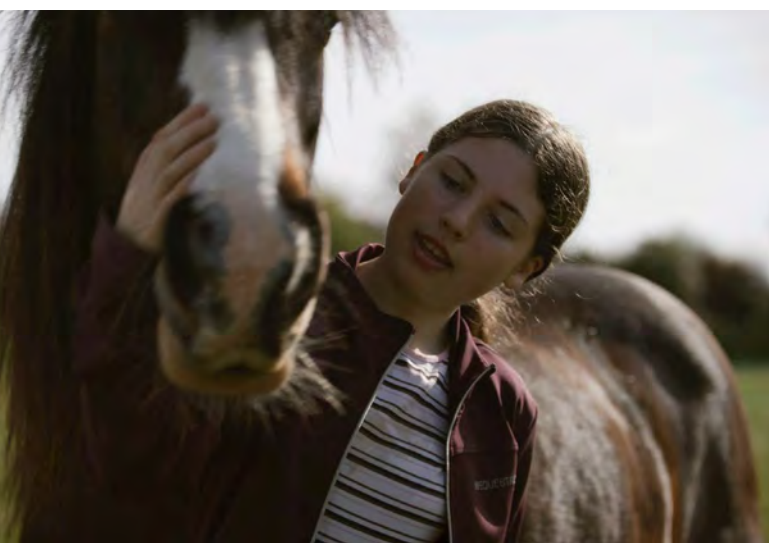
‘I think what is wonderful about the film is that it is about the relationship that most of us have with animals. It’s a very special one, and it resonates a lot with this story.’

She added that it was totally coincidental that at the time the project got underway, last autumn, she happened to notice and pick a copy of *RURAL* magazine at Waitrose supermarket. The cover picture was a picture of Poppy, a teenager living in Jersey, with her white horse, Pampero. When she read the article, written by photographer Rachel Hughes, the story was very similar to the plot of the film.

When she showed the magazine to her film school team at La Passerelle, they all said... ‘But that’s our film!’ Poppy is now involved with the film.

‘Pure coincidence and serendipity,’ Julie said. ‘What we just loved about the article is that it resonated with the team that had written the film script.’

The script has been written by two students, Cameron Crocker and Meghan McKenna, at La Passerelle.





It is not the first film that Julie has produced in Jersey. She produced a film titled *The Crooked Mile* in 2001, which won a Tribeca Award at the New York annual festival, and *Living with the Enemy*, an historical documentary about the Occupation.

As for her team at La Passerelle: “They say to me it’s the first time they have ever felt the ownership of anything. That’s quite touching. La Passerelle students should be very proud of what they have achieved, and we are bringing in a range of experienced people, including talented director Rebecca Coley, to make that dream happen.

“ I think what is wonderful about the film is that it is about the relationship that most of us have with animals. It’s a very special one, and it resonates a lot with this story

“To me, as a film producer, that is the most exciting bit, to see a film work well and for the students to be part of its making, for them to see something which they created as part of a team. Possibly for the first time in their lives they can see what can be achieved.

‘Creating films with students creates opportunity and hope and builds confidence for everyone, and we want to continue creating.

We are seeking sponsorship not only to build and create a slate of great short films as we have done with *The Journey*, that can lead to great opportunities for these students, but also to create full feature films, such as *Living with the Enemy*.’

Julie Daly-Wallman can be contacted at julie@greeneyeproductions.com

The dancing years

Michael Blackie has the last word

Did anyone teach the Pussy-Cat or her fiancé, that elegant Owl, to dance? Probably not.

Dance, we are told, has always been with us, its origins being even older than language. Anthropologists have a theory that our primate antecedents conveyed their feelings through dance. 10,000 years ago, in India, our ancestors set down a record of their terpsichorean endeavours in rock paintings. Later, tomb painters in Egypt recorded dancing figures.

In 'Utopia, Limited', W. S. Gilbert has a scene where King Paramount conveys a hidden message through dance steps, and in the natural world the busy bee, once back in the hive, having foraged in far flung forests, shares its new-found information on sources of pollen through a form of dance.

Dance being such an integral part of our very being, it is a little surprising to learn that when it was suggested that the Jersey Eisteddfod should include a dance section, there were those who raised an eyebrow. Referring, as I do constantly, to Sue Lissenden's excellent history of the Eisteddfod, 'Showcase', we find that Miss Guy, the late and much lamented doyenne of Island dance teachers, thought that in the early part of the last century 'dancing was considered unseemly, improper, even "fast". Respectable girls, it was thought, did not engage in such unseemly activity'.

Happily, wiser heads prevailed and in 1923 Dance became an increasingly important element in the Eisteddfod alongside Music and what we now call English Speech and Drama. Within four years, Tap, Classical and Character were introduced. When it returned after the Second World War, three full days were devoted to Dance and as the century rolled on Song-and-Dance appeared – and one can only wonder how those early doubters would have reacted to Hip Hop, Street and Acro!

In 1964 when the Chairman of the British and International Federation of Festivals, to which the Eisteddfod is affiliated, asked (again I am indebted to Mrs. Lissenden) why some adjudicators were not qualified to judge Tap Dancing, she received the deliciously haughty answer: 'The Royal Academy of Dancing does not allow its examiners to adjudicate at any festival where they hold tap dancing classes'. For the record, Jersey reintroduced Tap in 1978.

Thirty years ago, Dance was reclassified in the National Curriculum. Henceforward, Dance would be a part of Physical Education and a visiting Dance adjudicator informed the Chairman of Dance that other festivals had introduced a 'school dance class'.

Not here! But moods change with the times and a few years ago, with only a slight seismic tremor, the Dance syllabus was expanded, and Jersey fell into line.

Having resolved one problem, another came hard on its heels. The closing of first the Opera House and then Fort Regent – a splendid alternative when the Opera House was last closed – meant that the two ideal venues were out of action. Ever resourceful, the Dance Committee has taken a leaf out of the Jersey Symphony Orchestra's book.

This year's Festival will take place at Les Quennevais School between the 28 October and 2 November.

Dance has always attracted large audiences when whole families turn out. Before the War, the competitors often danced to two accompaniments, one musical, the other the sound of much knitting! Those days are long gone. A pity really; there was something rather comforting and homely about the click of the claque.

But the 'Last Word' should go to the Chairman of Dance, Lisa Hobbs. Is there, I asked her, a special quotation I might use as an endpiece. Her response would have been understood by those Indian artists of so long ago:

'It is with your feet that you move. But it is with your heart that you Dance.'

**And hand in hand, on
the edge of the sand,
They danced by the
light of the moon
(Edward Lear)**



Valerie Guy, who died in 2022 at the age of 101, ran a dance school in Jersey for 74 years. (Photo: JEP).

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