JERSEY OLD MOTOR CLUB NEWSLETTER

November 2026

FOUNDED 1966

Patron: His Excellency the Lieutenant Governor of Jersey, Vice Admiral Sir Jerry Kyd KBE CBE

President's Comments

Coming up soon is the AGM on 24th November. I'm sure you all realise that it is important to attend this meeting, as it's the main opportunity for everybody to gather and to plan how the club is run – and by whom.

There is still time to put yourself forward to join the committee, and there is also time if you wish to propose a resolution. The relevant documentation is attached to this newsletter and the committee would love to hear from you, especially if you could take the position of secretary.

I hope to see lots of you at our upcoming annual dinner.

Happy Motoring!

Annual general meeting: New time

Please note that the time of the meeting has been brought forward, and is now 6.45pm for 7.15pm at St Clement's Parish Hall. Currently nobody has advised of any proposals (resolutions) they wish to bring before the meeting but there is still time to do so. A proxy form is attached should you be unable to attend and just in case there is something that requires a vote.

Annual Dinner & Trophy Presentations: BOOK NOW

This really is the final time we can accept bookings, so contact Mary Du Feu on johnmarydufeu@live.co.uk without delay.

Invitation from the JIMF: Halloween Car Run

On Sunday 1st November, CVMRC are also hosting a Spookified run around the island.

We're encouraging those joining us to get in the Halloween spirit by dressing up, both themselves and their vehicles.
We'll meet at Jardins Da La Mer car park at the Waterfront and take to the road for one of our usual island adventures, ending with prizes for the best dressed person and the best themed vehicle.

If you are interested, please get in touch via the Facebook event so we can confirm numbers.



FIRST SUNDAY PUB MEETING
Les Fontaines Tavern, St John
Sunday 1 November 11.30am-1pm

THIRD SUNDAY PUB MEETING
The Priory, The Devil's Hole
Sunday 15 November, 11.30am-1pm

Buyer beware!
A small Fiat, a smaller asterisk and a rather large bill

By Ken Hudson

Buying a small car ought to be a straightforward business. Buying a 1958 Fiat 500 N from Bonhams (Goodwood Revival), however, proved that the smaller the car, the greater its capacity for causing complications.

The adventure began promisingly the day before the auction, when I managed to blag a complimentary copy of the £33 auction catalogue. This was, I felt, a considerable achievement. Getting something for nothing from an auction house seemed an excellent omen. Unfortunately, while congratulating myself on saving £33, I overlooked a small asterisk beside the Fiat's lot number.

It turns out that auction catalogues reward careful reading – particularly the bits printed small enough to require the eyesight of a kestrel.

That innocent little asterisk indicated that the car was held under customs bond. It would therefore need either to be formally imported into the UK or exported. I had bought a very small Italian car with a surprisingly substantial administrative life.

As its eventual destination was Jersey, export was the sensible route. Getting it to the ferry was another matter.

The Bonhams auction site was being dismantled on Monday, and the Fiat had to leave by noon. There was no possibility of leaving it quietly in a corner while I worked out what to do. By Monday afternoon, the corner itself might have disappeared.

Enter Clive Boothman, armed with his trusty car trailer and the sort of generosity that friends should perhaps exercise more cautiously around me.

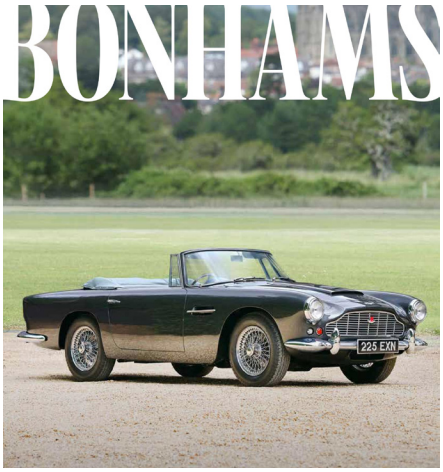
Clive rescued the Fiat and kindly allowed his home to become a temporary workshop. Our plan was simple: get the little car running, then drive it the hour or so to Portsmouth ferry port.
A pleasant drive in a newly acquired Italian classic. What could possibly go wrong?

The engine was seized solid.
This put something of a dent in the driving-to-Portsmouth element of the programme.
Off came the cylinder head, revealing an unwelcome piece of steel firmly trapped between the piston crown and the cylinder head. Fiat had designed a compact engine, but this was clearly one component too many.

Quite how it had arrived there remained a question. Its immediate contribution was easier to establish: the engine would not turn, and the Fiat would not be taking me anywhere under its own steam.

Our modest recommissioning exercise had become a transport operation.

A truck was duly organised to bring the car to Jersey, at considerable expense. Our local ferry company then performed its familiar "tip him upside down and empty his pockets" routine. My



£33 catalogue saving was beginning to look less like a financial triumph and more like the opening joke.

Still, once the customs arrangements, recovery, shipping and mechanical work are all added together, I believe this will make a very nice example of the early Nuova Fiat 500. There is something immensely appealing about a little car with so much character, even when its first act of ownership is to refuse to move.

There is, however, one final indignity.

Being a 1958 model, it misses the Jersey Old Motor Club's age qualification by just a couple of years. Sadly, there appears to be no scope for my usual creative arithmetic. I can try to reduce my own age, but making the Fiat older requires rather more convincing paperwork.

Therefore, the lessons are simple: read the small print, check that the engine turns and treasure friends with trailers.

Above all, never assume that a free auction catalogue means you are having a cheap day.

The JOMC website



By Roger Colyer

Some members may have noticed that the club's website was unavailable for a few days at the end of September. This was because it was subject to some significant and overdue maintenance.

During the course of 2026 the website was hacked on more than one occasion. The site was quickly restored but the committee was advised that some work was required, as there had been a number of updates to the software underpinning the website, which needed to be incorporated.

It was not helped by the fact that Blue Llama, which had been providing our web hosting, was no longer able to assist us owing to a change of its business model, which is moving more towards artificial intelligence solutions.

We were faced with either creating a completely new website or trying to reconfigure the existing site to improve its robustness. We could also have done nothing and waited to see if the hackers moved on.

After much deliberation over several weeks, the committee opted to retain the existing site (as there was nothing wrong with it other than its vulnerability) as well as to engage with a local provider (Harry King Studio) to clean up the site and undertake a maintenance package for us. After much research, this was deemed to be the most cost-effective option.

During the initial clean-up operation, it was observed that the website had indeed been hacked, and that whoever had done it had embedded some additional software so that they could re-access the website at any time of their choosing and without our being aware that anything was amiss.

It is not known what the motive was, although gambling has been mentioned. There is no financial information about member held on the club's website, so no breaches have occurred.

The site has now been cleaned, any malware removed and a strengthened password system implemented for those needing to make changes (such as adding articles or making membership changes).

The club website is written using WordPress, which is used to create websites in many jurisdictions across the globe including government sites in many different countries. WordPress is one of the most common pieces of software for creating websites. WordPress remains a robust piece of software provided it is regularly updated, which is where we are now.

All of this is very much of the moment, as of writing, many websites across the world have been voluntarily closed as they could be subject to hacking. News just available is that by using AI, a glitch has been found on many websites around the world with a recommendation that they be taken down by the owners before they can be hacked and until a patch, which is available, has been incorporated and downloaded.

We expect that the revised arrangements with Harry King Studio will provide a good degree of longevity and robustness so that no further changes will be necessary.

Pumpkin breakfast: 18 October 2026

By Simon Slaffer

Thirty-two members and guests enjoyed a gastronomic feast of a breakfast at La Brise restaurant at the Golden Sands Hotel in St Brelade's Bay.

It was a beautifully clear sunny morning with dry roads, both of which made it ideal for driving our cars.

After setting off from the bay, the first challenge involved the sharp ascent of Le Mont es Croix behind the Church Hall. This is a first- or second-gear ascent with a serious blind hairpin bend and there is much relief when arriving at the top without having encountered oncoming traffic.

Thankfully the whole route, devised by Joan Gardner with assistance from Mary Du Feu and a recce by Colin Griffiths, flowed very smoothly through narrow and largely traffic-free lanes. Unusually, the cars kept together for most of the one-hour drive and this was in the main due to the almost complete absence of junctions with busy main roads. Exiting such junctions can be slow and will split a group up. The views to the south, west and north were stunning, the clarity a sure predictor that it would not be long before rain set in*. This proved true when rain did arrive later, but not for several hours after the rally ended at The Priory, Devil's Hole, where a goodly crowd enjoyed a drink and another chat.



We were very pleased to see the pristine 1955 Jaguar XK140 belonging to Peter Newbold on its maiden JOMC run. Resplendent in British Racing Green with its original steel wheels and rear spats, it had been capably restored by Twyford Moors in Havant, Hampshire, eight years ago.

This company are renowned for their work on the older Jaguars and a number of Jersey residents have their cars attended to by this specialist. They initially specialised in XK models but have now diversified into E types, other Jaguar sports cars, saloons and other makes. Other cars not frequently seen out included James Gales' 1935 Austin 7 Sports and Mike Jackson's 1932 Wolseley 21/60. Everybody enjoyed this meeting and we look forward to further breakfast events.

*Old Jersey saying:
When you can see France clearly, it's going to rain.
When you can't see France, it is raining.























Inter-Island Car Ferry: Expressions of Interest

We have received a message from the JIMF and, as well as informing us of the 2027 dates for the Motoring Festival (see calendar) and requesting participation, they have passed on this message from Islands Unlimited. May I echo their sentiments and urge you to complete their very short survey.

From JIMF:
You may have already seen the below post doing the rounds, but we think it would be great to get as many responses as possible from the motoring community.

As we all know, the boats (or lack thereof!) have caused a bit of a headache this last year for those of us that enjoy attending motoring events across the pond in Guernsey and also for them to join us too, so anything we can do to influence a better service is worth a shot. So please if you can give it a minute of your time, and also pass to your members for their thoughts, it may help us all out!

From Islands Unlimited:
We are looking at whether to run a vehicle ferry between Guernsey and Jersey three to four days a week, so that passengers could bring their own car rather than travelling as foot passengers.

Before going any further we want to understand whether islanders would actually use it, how often, and what would make it worthwhile. Nothing has been decided. The survey takes about one minute and can be completed by copying and pasting this link into your browser: **https://forms.gle/Ns97kmxh266nKUw47**

Events calendar

Calendar Plans for 2026/27 (note – events with no direct JOMC involvement shown in italics)	
Event	Date(s)
2026	
Annual Dinner & Trophy presentation	Saturday 7th November 6.45pm for 7.30pm at St. Brelade's Bay Hotel
A.G.M.	Tuesday 24th November, St. Clement's Parish Hall 6.45pm for 7.15pm
Boxing Day Cavalcade	Saturday 26th December. 9.00am at The Esplanade
20	**27**
Icicle Run	17th January 2027
Cobweb Run & Lunch	28th February 2027
Easter Monday, Easter Bonnet	Monday 29th March
Goodwood Members Meeting	*Saturday 10th April – 12th April*
Drive-It Day	*Sunday 27th April 2027*
Liberation Day	Sunday 9th May
Jersey International Motoring Festival	*Wednesday 2nd June – 6th June*
Festival of Speed	*Thursday 15th July – 18th July (incl.)*
Coupe Florio (JOMC Away Trip)	Friday 10th September – Sunday 12th (incl.)
Goodwood Revival	*Friday 17th September – 19th September (incl.)*
Boxing Day	Sunday 26th December

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