

Hurley Burley

March 2014

THE NEWSLETTER OF THE HURLEY OWNERS ASSOCIATION



Welcome to the new-look newsletter! Many thanks go to Tony Littlewood for taking on the role of Production Editor and giving the newsletter a fresh image and to the members who have provided some great material. In this edition:

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Members at the AGM in February

Editor: Ian Lowe

ianl@hurleyownersassociation.co.uk



The AGM - a view from the Editor's chair

Ian Rusty Lowe

After taking on the role as editor I felt duty bound to attend the AGM. A long way to travel from the Medway to Plymouth, a journey I made a few times when I bought Xelosa, always traffic delays! No worries, let the train take the strain, and then came the big storms & the line was cut at Dawlish, so back to the road! But, it was worth it; the drive both ways was uneventful, even pleasant. Meeting up with Tim, Ian S, Bruce & Vicki on the Friday night for a convivial meal started the weekend well and after a good nights sleep in the excellent Imperial hotel it was off to the RPCYC.

For the fourth year running the AGM was held at the Royal Plymouth Corinthian Yacht Club. This is a historic club with strong links to Hurley Marine - George Hurley was himself a member and there is a plaque to him in the lobby. It is built into the cliff just below the Citadel and has stunning views over the Sound. The club is open to non-members for lunch and drinks so do call in if you are passing through Plymouth it is certainly worth a visit.

About 18 members attended the meeting, including a number of first-time attendees, like myself, keen to meet other owners and kindred spirits. The business was fairly routine, although there was quite a lot of discussion about the photo competition, which has given the committee something to think about!



We had the pleasure of a visit from an ex-Hurley Marine employee, Phil Colling, who was apprenticed to Hurley as a teenager and stayed several years. He also worked closely with Ian Anderson. Phil joined us at lunchtime and had his brain and memories well and truly picked by members wanting to know things about their boats!

The minutes of the meeting have been placed on the website, so all members can catch up with what went on.

The Committee is thinking about shifting the AGM venue for a year or two, in order to encourage members from further afield to attend. Poole is under active consideration, which is closer for me.

I am really pleased I attended the AGM, it was far more than a business meeting, it was a real opportunity to meet face-to-face, chat, socialise, learn and simply be in the company of people with a common Hurley interest. I'm glad I attended. The lunch was good too!

My only regret was leaving just as the South West section were starting their meeting, meaning I only made limited goodbyes before setting out home. It also meant I was not to learn more of the 50th anniversary plans for 2016.... , do pencil it into your diary though (some time yet to be determined, mid-summer 2016); it will be an unmissable event!



Much earnest discussion at the AGM in the RPCYC, February 2014.

Light wind moment by John Simpson



Departing Playa Blanca, Lanzerote



Leaving Lanzerote before spinnaker run

Some sailing passages or parts of them can be close to perfection. A sail from Lanzerote to Gran Canaria stands out for me as one of the best in my Hurley 22.

I departed soon after dawn, from a lumpy overnight anchorage off Playa Blanca, with a light northerly F3 wind. It quickly became obvious that to make progress the spinnaker would have to be used. A single-handed spinnaker hoist can be a hassle, even on as small a boat as a H22. All went smoothly and gentle gurgling noises came from 'Miss Content's' bow wave giving a sedate progress southwest. Quickly finding that my wind vane self-steering couldn't cope with the steering in such light airs, I settled down to helm enjoying the increasingly warming sun on my back. The deep red spinnaker looked like a fireball. A complete contrast to the month's long cold windy passage we'd had from Plymouth to be here.

Lanzerote and the low land of Fuerteventura gradually started disappearing astern and my stomach increasingly began to tell me, it was lunchtime. After some experimentation the wind vane could manage the boat for two or three minutes at a time. Allowing time to dash below and bring bread, fresh cheese and a bottle of red wine on deck.

The hot afternoon sun, food and wine lulled me into state of near nirvana, giving time to reflect, watch the fulmars and shearwaters swooping about with only an occasional glance to keep the spinnaker drawing. Single-handed sailing might not suit everyone's taste but it does give plenty of time though, to feel a harmony with the natural elements at sea without distractions.

As the afternoon wore on the wind began to die and the December sun set quite quickly. Sails were dropped and dinner became a priority. Followed by a gentle night catnapping with the Canary current drifting us south, a gentle breeze returned from the SE after dawn allowing us to reach down to Gran Canaria.



Tacking Miss Content

Finally the anchor was dropped in Las Palmas late in the afternoon. Mother Nature had recharged my soul after the earlier month's struggle with her.

Editors note. Please see the May 2010 Newsletter in the Newsletter archive on the HOA website for the story on 'the earlier month's struggle', proof we earn our pleasures!

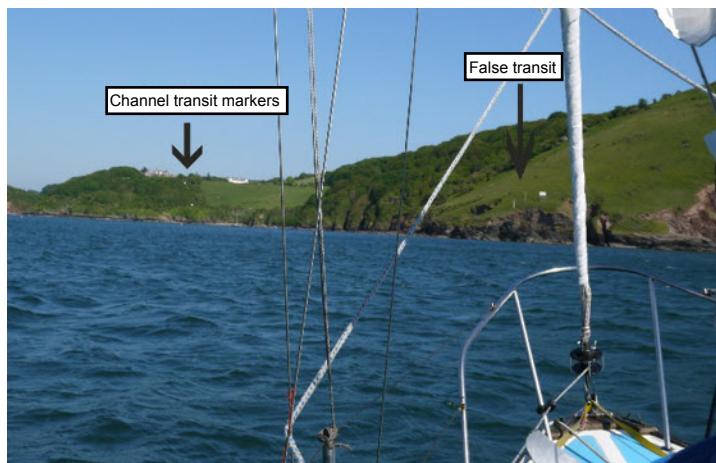
Strider heads home - cruise from Plymouth to Gosport - June 2013

Tim Sharman

In the November newsletter I described my cruise in H22 *Strider*, from Gosport to Plymouth. I was thrilled and happy to have made it so far west, after years of trying but being stalled by time limits and weather. But now it was time to go home. The overall plan is shown in the diagram.



The weather in early June was predominantly sun and NE winds F3- F5 – absolutely ideal for a passage to the southwest. Now, conveniently, the forecast promised a change to S/SW winds, ideal in principle for the return passage. However, you don't get away with this charmed life forever and the change in weather brought low pressure systems, strong winds, fog and rain in their wake. On Sunday morning I motored from the Mayflower Marina to the delightful Jennycliffe Bay on the eastern side of Plymouth harbour and anchored there to wait for the tide to turn and the tidal height to rise in the entrance to the Yealm. After weighing, the new weather system came in strongly and my passage into Wembury Bay began with a stiff motor into a brisk southerly.



Although I could have sailed direct for Salcombe, I wanted to see the Yealm. It is a pretty spot but with a tricky entrance. Despite detailed planning, my execution was less than great because, unthinkingly, I mistook two masts on the SE corner of the headland for the first channel transit marks. This led me well up into the Bay until the sight of waves breaking on rocks to the north demonstrated my error! Quickly correcting, I 'shot up' the expected bearing of the transit and then recognised it, where it should have been (!!) at the end of the first leg of the channel. You can see both these

objects in the photograph. I spent a quiet night in the Yealm at the first visitors buoy in the channel. I'd love to go back sometime to explore the village and surroundings.

Monday morning was grey with a F4 - F5 SE, so the passage to Salcombe was a southerly leg out to sea, followed by an easterly leg up the coast. I was secured to a buoy off the town by mid-afternoon, the weather now kicking up as a front approached. It was an uncomfortable evening, especially when the stream pushed the stern into the wind. Hoping for an early start to reach Dartmouth or possibly Torquay the next day I was frustrated to wake on Tuesday (0530!) to clag!

Brought in by the warm front, this yuck, plus strong winds, stayed with me until mid-afternoon. Stupidly, I did slip the buoy first thing to take a look at conditions near the bar, but it was so horrid that I quickly realised my folly and went back to the buoy, narrowly avoiding a small deer swimming across the river! Finally, I left Salcombe about 3pm and discovered that the nasty weather and winds that had been causing me so much anxiety (because of possibly missing the tidal window off Start Point) had disappeared and left me with a gentle F3 southerly. So I had a delightful and gentle sail along the south Devon coast. By the time I reached Berry Head the next weather front was fast approaching, so it was in more murk that I made my final crossing of Torbay, to arrive at Haldon Pier, Torquay at 2200 in rain – something that seemed to become a habit!

For the next three days a SW gale kept me in Torquay but fortunately enjoying the hospitality of friends in the town, rather than being cooped up onboard. Finally on Friday the forecast promised a short break, with enough time for the passage across Lyme Bay to Portland. This was achieved in a S/SE F3-F4 and fair weather, without problem. My only real learning point was the inshore rounding of the Bill – again. The guidance recommends starting from a point on the western side about 2nm north of the Bill, in order to pick up the southerly stream, which would take me round. Good theory – although of course in this case the wind was now a S/SE about F4 and so the wind against tidal stream kicked up an uncomfortable sea which made it a tedious motor passage around the Bill, until on the eastern side I could run up under genoa. I arrived at the monstrously large Portland Marina at 2200, in driving rain!!



On Saturday another SW gale gave me a day of strolling around Portland and looking-up familiar landmarks, around the old naval base and airfield. By Sunday the weather moderated and I had a straightforward trip to Poole, entering harbour early afternoon and finding good anchorage off Goathorn Point in South Deep.

Strider amongst the 'big boys' at Portland

The final passage to Gosport gave me two valuable lessons. Firstly, leaving Poole via the Looe Channel which runs along the Sandbanks shore. The wind was F5 NE and this was kicking up a nasty sea outside Poole entrance, as it battled the flood tide. The boat was pitching heavily as I ran down the Channel, not a problem in itself, but something inside me flashed alarm bells! A quick check of the chart showed that the channel has only about 1.4m over chart datum at one point and with a wave height of 2 – 3m I realised that I was in some danger of grounding! A swift about turn had me heading back for the Swash Channel and it's comforting 8m of water!

The other lesson was in motor sailing. Once out of the Swash Channel I began beating against the NE F5 but when tacking, the leach of the genoa caught on the spreader and tore. Quickly furling the genoa and starting the engine, I just pointed the bow for the North Head buoy (off Hurst Point) and pushed on into an unpleasant sea. However, with the main still hoisted (1 reef) I realised that by coming off the wind by about 20 degrees, the motion eased considerably plus I got some useful drive out of the main. So it was in a more comfortable and efficient manner that I crossed Poole Bay and pushed through the narrows at Hurst about 3 pm and made Gosport by 6pm.

A splendid cruise and lots of good lessons to be learned, I just hope I do learn them! Total distance run for the whole trip was 348 nm.

Oranges from Florida, or at least the peel! by Colin Curtis

Hi there and greetings to all the owners and fans of Hurley sailboats, an update on life in the USA from the owner of a Hurley Tailwind. This is Colin Curtis the owner of "Orangepeel" a modified Hurley Tailwind 38 which is now in its 40th year. We live and sail out of the Manatee River on the west coast of Florida. "Orangepeel" lives in a small marina in Snead Island Boatworks, this is an old Florida family run boatyard, very similar to Mashford Brothers yard across the Tamar River from Plymouth. We get some of our best sailing in the winter, the wind blows and the temperature is down into the 70s, mind you it has been a bit colder this year.

One of the winter bonuses is that the bottom growth is very slow needing less cleaning. Once a month is good for now, in the summer when the water temperature is up in the high 80s, the weed and algae is really fast growing needing constant cleaning. If you are going to race the best way is to get the boat hauled out and power washed, blast off all the slime and bugs, clean bottoms are fast.

We have just attended the Good Old Boat Regatta up the coast in St Petersburg. We all had a great time, every boat has to be over 20 years old and so you get a terrific variety of sailboats. When I did this race four years ago my boat was really frowned on, even though its 40 years old. Well it looks a bit racy I suppose! So I learnt a lesson, get to the venue early. First time I was put on the end of the marina, this time I was right in the centre of things. Together with plenty of food, rum and beer I managed to get people on my boat to see that its not a stripped out race boat but a very fast cruising sailboat complete with carpets and fishing poles, at last I was accepted and got the Alpha Dog Trophy. With my PHRF rating of 84 its very difficult to win, we were second over the line behind a full race J29 and ended up third overall, I was really pleased it was also a great party.



"Orangepeel" has been a part of my life for over 45 years, since Lars Bergstrom first approached Hurley Marine to build the Tailwind series of sailboats. As the rigger at Hurley Marine I was fascinated by this really strange B&R rig, no backstay, with solid rod rigging, a hydraulic forestay, we were entering a different world! Lars was owed a sum of money after the demise of Hurley, so he took a hull and deck. Colin Bucksley one of the ex foreman at Hurley's and

myself had the parts delivered to Blagdons Boatyard at Richmond walk. Strange how everything revolves around the road where George Hurley had his original boatyard.

We built "Orangepeel" in 15 weekends and we were managed by John Kiff one of the top managers at Hurley's. He made sure we had all the parts on the correct times. It was the best summer on record - no rain for 15 weekends! The boat was completed on November 5th and Lars sailed her back to the USA where he competed in the SORC with really good success.

It was a bit strange to drive down Richmond walk to work on the boat, this was where I started my life of boat-building as a 15 year old apprentice, working on the full range of Hurley sailboats, hard to believe that I now own one of the flagships of the company.

I rigged and test sailed the Tailwind with Lars Bergstrom and John Turner one of the salesman of the company. Rex Hay had bought a boat and named her 'Double "O" Too' after her build number, she was raced in Plymouth with great success, she was then sold to Robin Davies who raced her in the Around Alone Race he finished second in the Corinthian class. He then took her around again the next time this time a creditable fifth. The boat was then sold to a friend of mine up in Cleveland Ohio, he has since done a Transat Plymouth to Rhode Island after first sailing the boat over to Plymouth from the USA.

Jim's boat has now got a mark 4 B&R rig the same as mine with a large square top main and long 30 degree aft swept spreader out to the maximum beam making a very powerful rig, I built Jim's rig first to see if I had got all the numbers correct, then when I built my mast I added another 5 feet so my asymmetric spinnaker will fly above the forestay, I also get a lot more power than Jim in my main, can't have him beating me!

I love the Hurley Book it is well written with some great photo's, some of which I am in which makes it even better. When they write an update I have some items I would like to add.

I was employed at Hurley's for sixteen years, it is still the best place I have ever worked. It shaped my whole life as did the Tailwind as this was the bait that Lars Bergstrom used to get me to move over to the USA, something I have not regretted for the past twenty years. I have recently retired from the rigging industry and Florida is certainly a great place to live you can sail all year, play golf and the fishing is spectacular, I miss the UK but not the rain.

All the best for the coming new sailing season may you have constant winds and endless horizons

Colin Curtis

HURLEY FLOATING ISLAND

at the 2013 Falmouth Rally - 4 boats rafted whilst at anchor. What's the record?



From back to front -

H27 Rozela (Mick Harris)

H22 Gypsy (Phil Biggs)

H24 Gallivanti (Bruce Carter aboard her)

H22 Gala (Vicky Carter)

Photo taken by Tony Littlewood of Gallivanti from Gala.

We were also delighted to have Paul Price and Liz Hanson in H22 Intrim with us, all the way from Portsmouth.

Fiona - a first romance! by Chris Haughton

I have been on a sentimental mission to try and locate the only yacht I have ever owned! Having been in the Army all my working life and therefore constantly on the move, owning a yacht was not a very practical proposition, so I sailed on other peoples yachts.

On my retirement I decided it was time to become a yacht owner and in 1997 I bought 'Fiona' a bilge keel Hurley 22, sail number 392, from the Ministry of Defence. She had been used as a training boat for young sailors at HMS Raleigh, Torpoint where they had a fleet of about ten, all with girl's names. Built in 1969 by George Hurley in Plymouth she had been seriously neglected and needed a lot of work (and money) to bring her back to a useable condition. I think if I hadn't bought her she would probably have been destroyed!

I then spent nearly four years refitting her. She was re-launched in May 2001 at Topsham and during the next five years I raced and cruised her with the Topsham Sailing Club. The furthest I got was Salcombe, generally in fairly light conditions although on one occasion a friend and I sailed back from Dartmouth to Brixham in a force 6 to 7, which was fairly challenging.

Due to other commitments I was reluctantly forced to sell her in April 2006. I helped the new owner deliver her to her new home on a mooring at Totnes. It was one of those trips you dream of where everything goes like clockwork! It was a warm, sunny day with a northwest force 3 to 4. Shortly after leaving the mooring at Topsham we set the sails and carried the tide down to the Exe entrance at Exmouth. Once clear of the buoyed channel the spinnaker was hoisted - it went up without a hitch! By this time the new owner had a grin from ear to ear. We had a terrific spinnaker run all the way to the entrance to Dartmouth. We then sailed up the Dart as far as Dittisham where we ran out of wind and had to fire up the trusty 5HP Mariner outboard. We then motored gently up the lovely upper reaches of the Dart on a rising tide, anchoring briefly for lunch (actually we ran aground on the mud near Stoke Gabriel!) A piloting error by our navigator who claimed to know the river like the back of his hand! After several years at Totnes she was sold to another owner but remained on the Dart at Stoke Gabriel.

In 2012 a gentleman who I only knew as Brian bought her and the trail had gone cold. I understood that he took her up to Moretonhampstead for a refit and then planned to moor her on the Teign. I contacted the Harbourmaster at Teignmouth but was told that a Hurley 22 by that name was not on their records. For old times sake I really wanted to see her again. I learnt a lot refitting her and she was a lovely boat to sail.

So I contacted HOA and asked if anyone had heard of her and this article was originally intended as a plea for help. However the HOA membership secretary kindly sent out an 'all stations' email.....

As a result my search has had a happy ending. I was rung up recently by the new owner Brian Rowland. We had a long discussion on the phone about Fiona. He keeps her on a mooring at Teignmouth Docks and has renamed her 'Daisy'.

He has very kindly invited me down to go for a sail on her sometime this Summer. I am very grateful to the HOA for your help in finding her and am eagerly looking forward to seeing her again.



The final 'Mitchell' episode in the Chronicles of Vixen by Kevin Mitchell

After nearly five years of ownership of Vixen, a 1980 Hurley 22, I sold her to Colin & Hilary Spraggs of Antony in Cornwall as the 2013 season was coming to a close. I have had many adventures with Vixen and she has looked after me very well, including my worst passage in 38 knots of wind with 7 metre waves.

This passage was last year when I was making my way towards Newton Ferrers where I had booked space in the Dolphin pub for my 65th Birthday. Phil Kirby on passage to the same destination, recorded those figures whilst sailing his greyhound Magatha, a Hurley 30/90, and was some four miles further out to sea and we were at that stage between Start Point and Salcombe.



On rounding the point we were faced with a full-on South Westerly gale, I had already put a second reef in and had a pocket handkerchief of jib which I finally rolled in completely and started my trusty 8 HP 4 stroke Mariner outboard. From then on it was a case of hanging in there rising up and up and up a wave before dropping down rapidly before the next and so on. I can imagine the NCI chaps in their dry lookout at Prawle Point watching me through binoculars and recording that Mad Mitch in Vixen was once again on passage westwards!

Another fairly frightening episode was earlier in 2013 when I had just popped round to the Dart for a bit of fun and decided to come back with a not too bad 05.20 shipping forecast which had a bit of east in it and stated force 4-5 with six later. Later is twelve hours and when I set off it was 06.30 so plenty of time!! On the way down river nearing the Castle I met a chap coming in and we waved but he said nothing about conditions outside and so I continued with the tide just right for Torquay, always a bit of a battle to get out of the Dart as the upcoming tide funnels into the estuary but once outside on Springs as it was today Vixen kicked up her heels and like a seahorse was off. The sea around the first Cardinal before the Mew stone was typically swelly as there was east in the wind and by the time I reached the second was really rather rough and I suppose I should have chosen the right moment so as not to broach and turned tail back into the Dart but I didn't. My thinking was, too dangerous to turn back, if I continue sailing close to the wind well reefed with the engine on tick over, this way I would be able to meet the now ginormous sea just off head on and by continuing in this manner the tide now quite strong would take me towards Torbay.

It was kind of beautiful out there with gannets swooping between the waves but a part of me was saying 'you silly bugger' you should not be out in this now and another part of me was saying, Oh come on if you don't experience a short passage like this in these conditions how could you expect to survive mid channel if caught out in similar conditions! For some reason the reefing lines which I normally make sure are well tucked in out of the way kept falling down and draping round my shoulders which at first was annoying but then I realised that I was already hooked in with my safety line and with one hand on the tiller my other hand could benefit from using the line as a second thing to hold on to and so time progressed and slowly Berry Head came nearer.

A Brixham trawler came to within quarter of a mile of me and shadowed me till I was nearly at the head then seeing I was coping OK made for the harbour and for me half a mile after Berry Head I

chose the right moment to bear away with the sea and did some serious surfing, whoopee! I had made Torbay and was soon back in my home port, in the inner harbour and picking up my mooring, BUT, the adrenalin was pumping so hard that for the next two hours I could not focus properly and in fact went below to lie down and recover!



I am far from proud that I have survived passages like this I am just pleased that I have and know the boat has looked after me well. These twenty twos are superb little pocket cruisers and although I am moving on to another thoroughbred classic, it is not for its sailing qualities more for space with my wife wanting to join me and to have more headroom and perhaps some longer cruising opportunities.

Thank you to all my Hurley friends for making the past rallies so much fun, some passages have pushed me to the limits and others have just been pure enjoyment with beautiful blue skies, golden sunsets and many memorable gatherings.

Three Cheers to You all and Vixen,
Hip Hip, Hip Hooray!

Now it's up to you Colin and Hilary to enjoy this superb little boat!



Mast compression in ‘Lady Edwina’ - a Hurley 9.5

by John Hanson

The mainmast on the Hurley 9.5 motorsailer is supported on a metal pole down to the keel and does not suffer from compression problems.

The mizzenmast is not supported in this way, being mounted the coachroof of the aft cabin, so suffers irritatingly from mast compression and the accompanying loose shrouds.

It is a small mast and sail, but frequently set, particularly in bad weather.

A teak pad has been added at the mast foot to spread the load.

Five years on the teak pad still looks good, and there have been no further compression problems.



Photo competition

Following the AGM the committee agreed some rule changes for the photos competition, with the aim of making it easier to find good photos of Hurley boats.

Details are on the web site but essentially, members may submit a photos taken by one of their immediate family, as well as by themselves.

In addition we still are keen to collect photos of Hurley boats for our general archive - so if you have good shots which you are not entering for the competition, please do send them to

rod@hurleyownersassociation.co.uk

Membership update

by Ian Sinclair

Thank you to all the members who have renewed their membership this year.

Can I remind the rest of you that this was due on the 1st March. Still only £10.00.

Remember that if you joined after October last year, your payment covered 2014.

The HOA would also like to welcome those who have joined since the last news letter.

Bede Strong	Alacrity Shadowfax	Poole
David Hunter	30 Moonfleet	Carrickfergus
John Collings	30/90 Fen Tiger	Newcastle
Bill Hodgetts	Alacrity Orla Jude	Buckie
Ray Hussey	22 Good News	Portsmouth
David Brown	20 Meander	Millbrook
Stephen Alexander	22 Twiga	Plymouth
Peter Howe	Alacrity Calenda	Orwell, Ipswich
James Brett	20 Merlin	Teignmouth
Derek Christie	22R Hula	Chichester Harbour
Cameron Kenedy	22 Marlin	Poole
Peter Ryan	Alacrity Jaze	Tichmarsh
Neville Shore	18 Dinding	Solent
Chris Binks	22 Jetstream	Milford Haven
Kevin Murphy	22 Stravaiger	Ayr
Jakob Campforts	700 Zazou	Kortgene Netherlands
Giles Winnett	Alacrity Figit	Swansea Bay
Nigel Bray	18 Blue Moon	Newhaven
Steve Waite	30/90 Osprey	Newport, Gwent
Jerry Clinton	24/70 Yeti	Medway
John Baynes	22 Folkdancer	River Exe
Nicola Hoyland	22 Folkdancer	River Exe
Chris Deane	20 Summer Breeze	Paignton Harbour
Andrew Tinneveld	24/70 Hurley Girl	Brighton
Rudiger Kulp	18 SlowMo	Getaria



The Transom

Newsletter copy.....

Please gather your stories and photos, or comments or ideas and forward to Ian Lowe for the summer edition.

ianl@hurleyownersassociation.co.uk

Merchandise.....

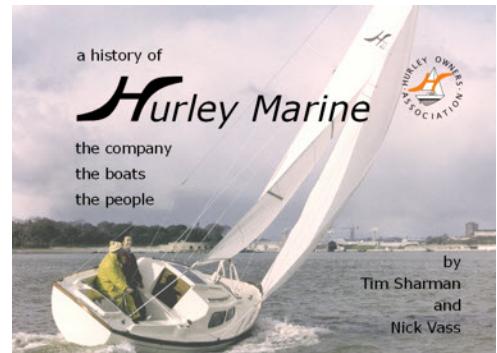
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A History of Hurley Marine

This superb hardback book by Tim Sharman and Nick Vass is a must for all lovers of Hurley Boats. Paid up members are entitled to one copy at the special price of £10.00. Additional copies may be purchased for £15.00. Non-members may purchase a copy for £15.00. Price includes world-wide postage and packing



To order either of these items please send your name and address (including country and post/zip code) to: ian@hurleyownersassociation.co.uk - or Ian Sinclair, HOA, 26, Parklands Road, Chichester, PO19 3DT, UK.

Payment can be made by cheque payable to 'Hurley Owners Association' or

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Bank Transfer (Not recommended for non EU countries due to the charges).

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HOA Committee

Chairman	Tim Sharman	tim@hurleyownersassociation.co.uk
Treasurer & Membership	Ian Sinclair	ian@hurleyownersassociation.co.uk
Webmaster	Rod Coomber	rod@hurleyownersassociation.co.uk
Archivist	Bruce Carter	bruce@hurleyownersassociation.co.uk
Member	Tony Littlewood	tony@hurleyownersassociation.co.uk