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INSTRUCTIONS FOR

HORNBY



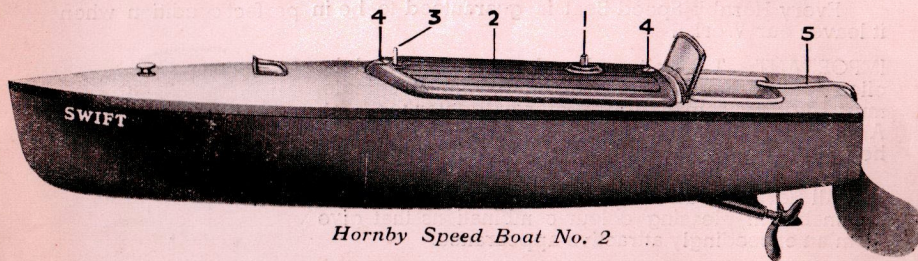
SPEED BOAT No. 2

This Hornby Speed Boat, in spite of its small size is remarkably efficient in every respect. It is capable of high speed and a good length of run, and behaves well even when the water is disturbed by a moderate breeze. The clockwork motor is thoroughly reliable, and is made easily accessible by the removal of a hatch, through which pass the winding spindle and the start and stop control. The rudder is controlled by a tiller 5 that can be fixed in any desired position by means of a tiller rack.

OILING MOTOR AND PROPELLER

Before the boat is sent off on its first trip, the motor and both ends of the propeller shaft should be oiled thoroughly. In order to oil the motor it is necessary to remove the hatch 2, which is done by unscrewing two holding bolts 4, one at each end of the hatch.

In order to secure the greatest speed and steadiness of running, this oiling should be repeated from time to time. It is important that the oil should not be too thick. The special Meccano Oil is the best for the purpose, but if this is not available sewing machine or typewriter oil will do quite well. A small amount of Graphite Grease, (supplied by Meccano Ltd., in tubes, obtainable from any Meccano dealer) should be brushed occasionally over the coils of the spring when this is unwound, in order to prevent rusting.



Hornby Speed Boat No. 2



THE CLOCKWORK MOTOR

The clockwork mechanism should not be removed from a Boat unless this becomes necessary in order to carry out repairs. In that case the removal is effected by straightening the two pairs of twisted lugs that pass up through slots in the motor plates. This straightening should be done very gently with a small pair of pliers. The spring is then partly wound up and is prevented from unwinding by passing a matchstick through the smallest hole in the upper and lower plates of the motor, which is then lifted out.

WINDING THE MOTOR

Before the motor is wound up, the brake control lever 3 must be placed in the "stop" position, by moving it over to the extreme left. When the motor has been wound up, and the rudder set to the desired position, the boat is placed in the water and started by moving the control lever over to the extreme right.

The start and stop control should never be used to stop the motor when this is running with the boat out of the water, as the sudden checking of the motor in this manner places a severe strain on the gears and might damage the propeller shaft. The motor should be stopped before the boat is removed from the water, by operating the start and stop control. When the boat is finally lifted from the water after use, the motor should be allowed to run down.

CAREFUL USAGE

In order to obtain the speed and length of run that are such characteristic features of the Hornby Boats, it has been necessary to construct them of a specially light metal of thin gauge. Care must be taken, therefore, to avoid subjecting the boat to hard knocks of any kind, otherwise they are liable to become damaged.

Every Hornby Speed Boat is guaranteed to be in perfect condition when it leaves our Works.

IMPORTANT.—The felt pad under the hatch, and the oiled felt washer fitted around the winding spindle, must NOT be removed, or water will enter the boat. A spare washer is provided; if this is required it must be well oiled before being inserted around the spindle.

All Hornby Boats are beautifully finished, and are obtainable in pleasing colour combinations that give them an exceedingly attractive appearance.



A Fine Outdoor Hobby

WHERE TO RUN YOUR HORNBY BOAT

Suitable stretches of water are to be found everywhere. City parks often have a suitable pond where model motor boating is permitted, and a lake with a gradually sloping beach also makes a splendid place to enjoy this fascinating pastime. A most important point is that the water should be free from weed. Some lakes and ponds are very bad in this respect and should be avoided, as the trouble of constantly clearing weed from the propeller takes away much of the fun.

PLENTY OF FUN

One of the best features of model motor boating is its great variety. Good fun is to be had by merely cruising the boat up and down the lake, starting it from different points, trying different settings of the rudder, and noting the effect on the boat's performance of any breeze that may be blowing. Steering competitions arranged among friends who possess boats are particularly good fun, and they result in gaining a great deal of useful knowledge in regard to the special characteristics of one's boat.

Racing forms an interesting and exciting alternative to steering contests.

All the Hornby Boats are capable of putting up a good speed performance, and for boys who wish to specialise in racing there are the Hornby Racing Boats.





RETRIEVING LOST BOATS

With even the best of boats and the greatest care, the situation occasionally arises of a boat stopping in the middle of a sheet of water, and the problem is how to retrieve it. A long pole can sometimes be used to reach the offending boat if this is not too far away, but a different method must be adopted for boats that are well out in the lake. The best method of rescuing a boat in such circumstances is to make use of a good length of strong cord with a lead or stone weight tied to one end. The idea is to throw the weight so that it falls just beyond the boat. The cord thus lies over the boat, which can then be hauled ashore without difficulty.

PERFECT DESIGNS OF HORNBY BOATS

The original Hornby Speed Boat, now known as the No. 3, was modelled upon a famous 45ft. high-speed motor boat, with such success that it not only proved fast and seaworthy, but also reproduced to a remarkable degree the characteristic style of its prototype.

The No. 1 Hornby Speed Boat is the least expensive in the range. It is 9½ in. long and has a robust clockwork motor that gives it a good turn of speed either outdoors or at home in the bath.

The No. 2 Hornby Speed Boat is 12½ in. in length and 3 in. in beam. It has ample power, and is capable of a good performance on any sheet of water.

The No. 3 Hornby Speed Boat of which mention has already been made, is 16½ in. in length and 3 in. in beam. This splendid boat is a great favourite, and fully maintains its early popularity.

The Limousine Speed Boat No. 4 is of similar dimensions to the No. 3, but is more elaborate in construction. The main difference is that it carries a large limousine cabin, provided with seats and a steering wheel.

The Cabin Cruiser No. 5 is of similar size to Nos. 3 and 4, but has a much higher freeboard, and is provided with a well at the stern.

THE HORNBY RACING BOATS

Finally we come to the No. 1, No. 2 and No. 3 Hornby Racing Boats. These are considerably faster than the corresponding standard Speed Boats, and are therefore specially suitable for racing. They are "quick off the mark," and they maintain a high rate of speed throughout the whole length of their run. In spite of their speed they steer well—a very important feature in any racing boat—and they are very steady in the water.

Manufactured in England by

Meccano Limited — Binns Road — Liverpool 13