

# THE HORNBY SPEED BOATS

## INSTRUCTIONS FOR MODELS NOS. 3, 4 and 5

These splendid motor boats have been specially designed for speed and length of run. At the same time they are thoroughly stable and will run well even when the surface of the water is disturbed by a moderate breeze. There is no finer outdoor sport than model motor boat racing, and the Hornby Speed Boats are ideal for the purpose. The clockwork motor fitted to these boats is of exceptional power, and maintains a

steady rate of speed throughout its long run. It is started and stopped by means of a single lever placed in a convenient position. The rudder is controlled by a tiller that can be fixed firmly in any desired position by means of a tiller rack, thus making it easy to determine the boat's course in the water.

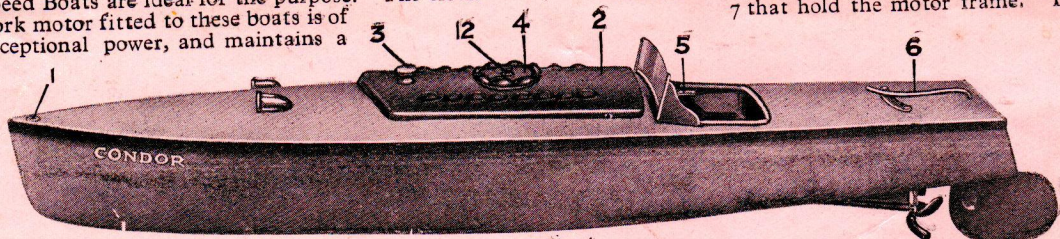


Fig. A

nuts are seen in Fig. D, which shows the No. 3 Speed Boat with the hatch 2 removed. The motor 8 is then lifted clear of the studs, the front fixing tongue being withdrawn from the front bracket by a slight backward movement.

### WINDING THE MOTOR

In order to facilitate winding, a hole 12 is bored in the hatch of Speed Boat No. 3,

the cabin of Limousine Boat No. 4, and the cabin top of Cabin Cruiser No. 5, immediately above the winding spindle. The shaft of the winding key is passed through this hole, and is thus guided on to the spindle without any difficulty. Boat No. 3 is fitted with a winding hole cover 4, the hole in which must be brought into line with that in the hatch before the key can be inserted. With this boat, after winding, care should be taken to see that the winding hole cover is turned to the closed position, to keep out water. When the winding key has been placed in position over the spindle, the start and stop lever 5 fitted in the cockpit of Speed Boat No. 3, and immediately behind the cabin in boats Nos. 4 and 5, is moved to the extreme right, if it is not already in that position, and the motor

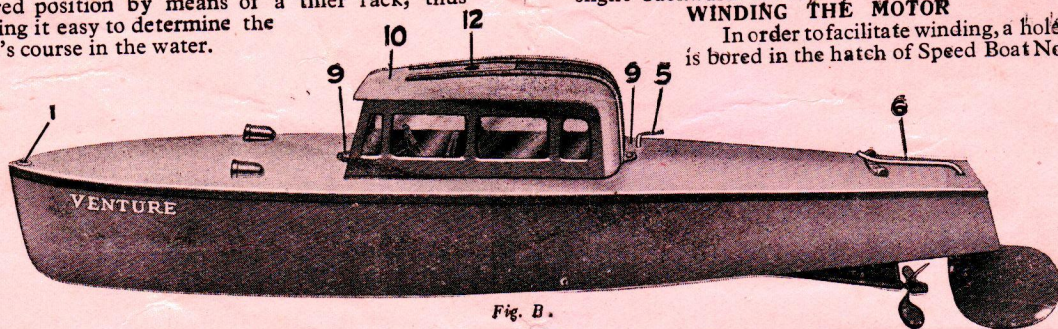


Fig. B.

### OILING THE MOTOR AND PROPELLER

Before a boat makes its first trip the motor and both ends of the propeller shaft should be oiled thoroughly. The method of obtaining access to the for each of the three

In boat No. 3 (Fig. A) the hatch 2 is released by turning the to the left, and is then oiled, the hatch is milled nut turned position with the forward.

In boat No. 9 will be and one aft These bolts

its first trip the the propeller shaft the motor differs slightly boats.

the hatch 2 is milled nut 3 slightly lifted off. After replaced and the back to its original arrow pointing

4 (Fig. B) two bolts noticed, one forward of the cabin 10, are unscrewed and

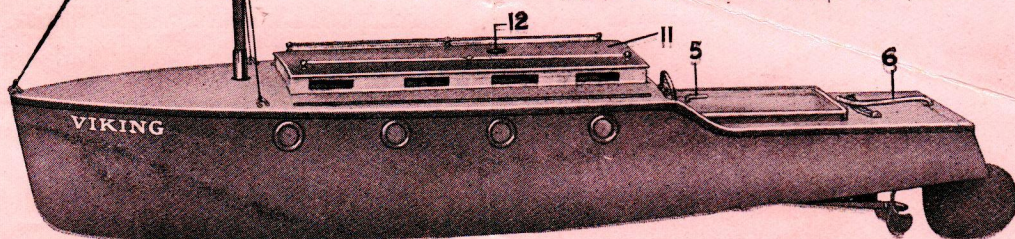


Fig. C

the cabin top may then be lifted completely off.

In boat No. 5 (Fig. C) the motor is reached by sliding the cabin top 11 towards the stern.

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 used should not be too thick. The special Meccano Oil is the best for this purpose, but if this is not available, sewing machine or typewriter oil will do quite well. A small amount of graphite grease, which is supplied by Meccano Ltd. in tubes and may be purchased from any Meccano dealer, should be brushed occasionally over the coils of the spring when this is unwound, in order to prevent rusting.

The clockwork mechanism should not be re-

the cabin of Limousine Boat No. 4, and the cabin top of Cabin Cruiser No. 5, immediately above the winding spindle. The shaft of the winding key is passed through this hole, and is thus guided on to the spindle without any difficulty. Boat No. 3 is fitted with a winding hole cover 4, the hole in which must be brought into line with that in the hatch before the key can be inserted. With this boat, after winding, care should be taken to see that the winding hole cover is turned to the closed position, to keep out water. When the winding key has been placed in position over the spindle, the start and stop lever 5 fitted in the cockpit of Speed Boat No. 3, and immediately behind the cabin in boats Nos. 4 and 5, is moved to the extreme right, if it is not already in that position, and the motor

is then wound up.

The rudder is now set to the required angle, and the boat is placed in the water and started by moving the start and stop lever to the extreme left.

The start and stop lever 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 moving the start and stop lever over to the extreme right. When the boat is finally lifted from the water after use, the motor should be allowed to run down.

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

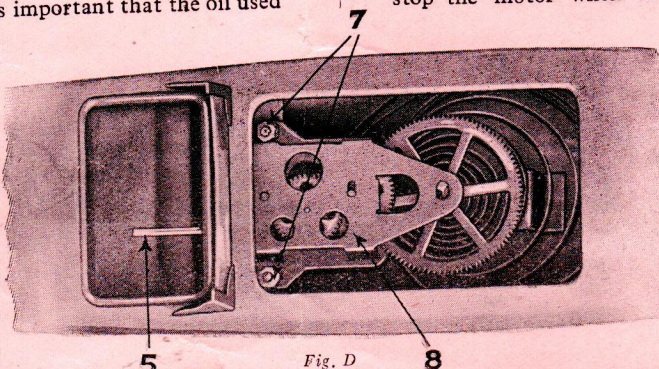
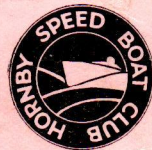


Fig. D

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HORNBY SPEED BOAT  
CLUB**



Now that you own a Hornby Speed Boat you should join the Hornby Speed Boat Club. You may do so by purchasing the special badge (illustrated above) from your dealer, or direct from Meccano Limited, Binns Road, Liverpool 13. Prices: United Kingdom 6d. Overseas 10d. Canada 20 cents.

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