

The Hornby Speed Boats

A Fascinating Outdoor Hobby

DURING the summer months every active boy wants to be out in the open air as much as possible, and while he is out he wants to be doing something, not just loafing about. Games fill up part of the time, but there are always periods during which a boy wonders what to do with himself. There are various ways of filling up these periods, and one of the very best is to spend the time in model motor boating. This is a splendid hobby, and one within the reach of almost every boy. Once a boat has been obtained there is no further expense, and suitable sheets of water are to be found everywhere. The majority of the public parks in large towns and cities have a lake of some kind, and on most of these lakes model boating is permitted. As a rule park lakes are of a convenient size for the purpose. Too large an expanse of water is not desirable, as it is out of proportion to the size and capacity of the average small model boat, and a troublesome situation arises if for any reason the boat fails in "mid-ocean"! The ideal lake is a shallow one, free from weed, and of such a size that boats can cross it comfortably with a little power in reserve.

For many years past Meccano and Hornby Trains have provided splendid winter hobbies for tens of thousands of boys all over the world, and it was in response to a widespread appeal for an interesting hobby to fill up the summer months that the first Hornby Speed Boat was introduced last year. The success of this boat was remarkable, and there was an immediate demand for other models. After long consideration and experiment four additional models were designed, and these are now available.

The original Speed Boat, now known as No. 3, is built entirely of metal, as are all the Hornby Boats. It is 18½ in. long, and its design is based on that of a popular and successful 45-ft. high-speed motor boat. It is very attractive in appearance, and when running in the water it reproduces to a remarkable degree the characteristic style of its prototype. The power is derived from a clockwork motor of exceptional strength carried in rigid bearers inside the midship section of the hull. This motor was specially designed to secure the greatest possible compactness, and it is made readily accessible

by means of a large watertight hatch on the deck. The motor is screened by water-tight bulkheads fore and aft, and the propeller shaft is carried through the after compartment and into the midship section through a water-tight joint in the bulkhead. This arrangement makes the boat practically unsinkable. Even if, owing to neglect to secure the hatch, water is allowed to enter and flood the motor compartment, the fore and aft compartments have sufficient buoyancy to keep the boat afloat. This is an important feature, for many ill-

designed model boats go straight to the bottom if the motor space becomes flooded.

Every model boat in the course of its career comes in for a certain amount of hard knocks, even if it is carefully handled; and therefore the hull must be built of considerable strength. In the Hornby Boats the necessary strength is secured by the use of metal of the best quality and of adequate thickness, with every joint and seam carefully soldered. With reasonable care the boats will give many years of excellent service.

The appearance of the No. 3 Speed Boat is greatly improved by a cockpit placed aft of the motor compartment and fitted with a wind-screen. The lever for starting and stopping the motor is situated in this cockpit, and the tiller arm is extended and carried forward so that its end comes to a position at the rear of the cockpit. The tiller moves over a rack fixed to the deck, and the position

of the rudder is determined by the notch of the rack in which the tiller is placed.

The boat is now available in three different colour schemes—blue hull with white deck, red hull with cream deck, and green hull with cream deck. For these colours special water-resisting enamel is used.

The performance of the No. 3 Speed Boat is even more remarkable than its appearance. On one winding it is capable of running continuously for a period of seven minutes, during which time it covers a distance of over 500 ft. in still water.

The four new Speed Boats that make their appearance this year consist of two smaller boats designed on the same general lines as the No. 3 Speed Boat, but differing in certain details; and two boats of the same size as No. 3, one a Limousine Speed Boat and the other a Cabin Cruiser.



A proud owner demonstrates to his chums the winding of the motor of his Hornby Limousine Speed Boat. The key passes through the roof of the cabin to the winding spindle inside.

The two small boats, No. 1 and No. 2, are $8\frac{1}{2}$ in. and $12\frac{1}{2}$ in. in length respectively, and have a remarkable length of run for their size. On one winding No. 1 covers 170 ft. in 2 min. 50 sec.; No. 2 does 340 ft. in 4 min. 45 sec. These figures refer to still water. The boats are available in three different colour schemes—blue and white, red and cream, and yellow and white.

The Limousine Speed Boat No. 4 is more elaborate in construction than the No. 3, but its speed and length of run are similar. The design of the hull closely resembles that of the No. 3, and the propeller, rudder and motor are the same. The main difference is that the No. 4 carries a large limousine cabin, at the rear of which is fitted the starting and stopping lever. The cabin is provided with seats and steering wheel and celluloid windows at the front and the sides, and at the back it has an imitation sliding companion-way door. A hole is cut in the roof of the cabin for the insertion of the winding key. By undoing two screws, one forward and one aft, the entire cabin is made to lift off, so that the motor is made accessible. This attractive boat is supplied in blue and white, red and cream, and pale jade green and white.

The Cabin Cruiser No. 5 is of entirely different design. It has a much higher freeboard than Nos. 3 and 4, and is provided with a well at the stern. The fore-deck, which occupies about two-thirds of the length of the boat, carries the cabin top, the roof of which is made to slide off towards the stern in order to give access to the motor compartment. A hole in the cabin roof is provided for the winding key to pass through. Handrails along the cabin top add greatly to the attractive appearance of the boat. Below the cabin on each side of the hull are four embossed scuttles enamelled to represent the familiar thick glass surrounded by a brass frame. Forward of the cabin is fitted a mast-step supporting a short mast held by three stays. These stays are attached at the upper end to a wire strap fitted near the top of the mast, and at the lower end they

are taken to three separate deck hooks. The after end of the cabin is fitted with a dummy door leading into the well, a step being fitted as in actual practice. The well is 1 in. in depth, and a coaming is raised round its edge to prevent any small quantities of water that may lap over the cutaway portion of the hull from flowing into the well.

On one side of the cabin door is fitted the starting and stopping lever, and on the other side is a neat and attractive dummy steering wheel. This boat is supplied in the same colourings as the Limousine Speed Boat No. 4, namely, blue and white, red and cream, and pale jade green and white.

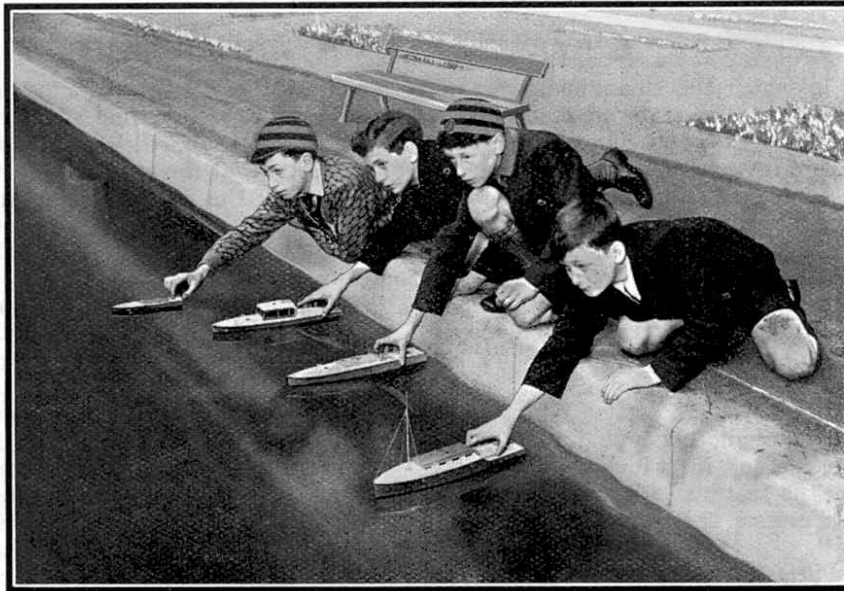
One of the many good features about model motor boating as a hobby is the absence of elaborate equipment. In addition to the boat itself, all that is really

required is some means of dealing with the situation that arises when the boat stops either in the middle of a sheet of water, or at any rate too far from land to be reached by hand or with a walking stick. In some cases there is a boat on the lake that can carry out the necessary salvage work, but more often than not the motor boat owner is

left to his own resources. A long pole, jointed if necessary, is useful for reaching the offending boat, but a much better method is to use a good length of strong cord with a lead sinker, weighing perhaps four ounces, tied at the end. This cord requires a little practice before it can be used with complete success. The object of course is to cast the sinker so that it falls just beyond the boat, which can then be hauled ashore without difficulty. Some boat owners take the

sinker with a good length of cord in the hand and throw it as one would throw a cricket ball; others prefer to swing the sinker round rapidly in circles, releasing it when sufficient momentum has been obtained. If the swinging method is adopted it is very important to make sure that there are no onlookers within the range of the sinker, otherwise casualties are likely to occur!

Splendid fun is to be had by merely cruising the boat up and down a lake, starting



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Hornby Speed Boats—(Continued from page 211)

it from different points, and trying different settings of the rudder and noting the effect on the boat's performance of any breeze that may be blowing. It is particularly interesting to try to find the exact rudder position that will take the boat across the lake to some specified point. If there is a fair amount of breeze, and tiny wavelets are careering over the surface, it requires a considerable amount of experiment to make the boat reach its destination. Steering competitions are particularly good fun, and result in gaining much useful knowledge in regard to the special characteristics of one's boat.

Racing forms an interesting and exciting alternative to steering contests. The arrangement of the races will naturally depend on the conditions prevailing and on the boats available. Sometimes the boats taking part may be fairly equal in speed, but in other cases some system of handicapping must be resorted to in order to equalise matters and provide close finishes. The Hornby Speed Boats need very little attention, but it is absolutely necessary that a new boat should be thoroughly oiled before it is sent off on its first run. Afterwards a small quantity of good oil should be applied occasionally. The Meccano Lubricating Oil is the best for the purpose, but if it is not available, sewing machine or typewriter oil is suitable. A small amount of graphite grease, which is supplied by Meccano Ltd. in tubes, should be brushed occasionally over the coils of the spring when this is unwound, in order to prevent rusting.

"Skybird" Competition Result

We are informed by A. J. Holladay & Co. Ltd. that the following competitors have been awarded "Efficiency" Cups for their entries to the "Skybird" Competition announced in our November, 1932, issue. J. D. Breen (Cathcart, Glasgow); K. Brown (Newcastle); G. P. Barlass (St. Annes); P. J. Canavan (Gloucester); H. N. Deckman (Leigh-on-Sea); J. Ellis (Tunbridge Wells); R. H. Gehleken (Palmer's Green); A. S. Hill (Baildon); J. B. Lacey (Englefield Green); I. C. Lucas (Hove); T. B. Moodie (Edinburgh); J. H. Markley (Tunbridge Wells); K. W. Osborne (Tilehurst); R. D. Osborne (Bedminster); K. Pearce (Cholsey); W. Puddick (Beckenham); J. Scrope (Hove); R. Salter (West Dulwich); R. C. Taylor (Weston-super-Mare); F. T. Wheelton (Weston-super-Mare); D. Wallace (Southend-on-Sea). At the time of going to press the final awards for the "All in" Junior and Senior Cups were not available. These awards are to be made by Sir Alan Cobham.

Chicago World's Fair—(Continued from page 173)

from a 4-ft. stone pedestal, and will have a double-decked roof of copper shingles covered with a pure gold roof. On the outside of the Pavilion 28 wood columns in red lacquer 16 ft. high will support the lower deck, and 28 other columns 30 ft. high will form part of the wall. Inside twelve 37-ft. columns will support the gilded ceiling and upper deck, and elaborately carved grilles lacquered in red, blue, yellow and gold will enclose the glass window-panes.

Another replica of outstanding interest is that of Fort Dearborn, one of Chicago's most thrilling historical monuments. Near here a century ago stood the original Fort Dearborn, the brave inhabitants of which were massacred by Indians in 1812.

Mention must be made also of the General Motors Building, which will be approximately 420 ft. in length and depth, and shaped roughly like a huge butterfly with its head pointing to the East. The central unit will consist of a complete assembly plant, where visitors will be able to see motor cars assembled.

The Fair will be most impressive at night under the influence of floodlighting in every conceivable colour. Huge waterfalls of light will tumble down the walls of certain buildings, and on other buildings will be projected coloured patterns representing the reflection of the Sun on water. Even the sky will be made to lend itself to decoration, for the engineers have planned to create artificial clouds on which to project patterns. Masses of flowers will change colour, and geysers will spring up in the lagoons and be illuminated with light of every hue. Many objects will be treated with fluorescent materials that will be made to glow under the influence of invisible rays.

The Guildhall School of Music

Mr. A. Saxe Wyndham, Secretary of the Guildhall School of Music, London, has drawn our attention to the omission, in our article on "Music as a Career" that appeared in the issue of the "M.M." for January last, of any reference to the diplomas granted by that school. These diplomas are recognised by the Royal Society of Teachers as being on a par with those of the Royal Academy of Music and the Royal College of Music, and the diplomas of the three institutions are the only ones recognised in this manner.

We take the opportunity of adding that the Guildhall School of Music also holds examinations for students who live in the provinces and are unable to take regular courses at the recognised schools of music in London. Subject to certain conditions those students may be accepted as candidates for the Licentiatehip, a distinction that ranks with the Associateship granted to those who study at the Guildhall School of Music itself.

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For Staines Readers

Entries in the Annual Model-building Competition organised by the London Motor, Cycle and Sports Co. (H. W. Ginn), 106, High St., Staines, were exhibited on 2nd February and judged by Mr. W. J. Palmer and Mr. S. C. Shattock of the Kingston Road Boys' School. The prize-winners were as follows:

Section 1 (age 12-14): 1. P. Smith, Green Line Motor-coach Chassis; 2. G. Greenslade, "Q" Ship; 3. John Caton, Warehouse and Lift. Consolation prizes (given by the judges): M. V. Higgs, Tower Bridge; J. Rutherglen, Foden Steam Wagon. Section 2 (age 7-11): 1. J. Biddle, Windmill; 2. W. Lawrence, Breakdown Lorry; 3. B. Davies, Monoplane. Consolation prizes (given by the judges): W. Parfitt, Windmill; M. Pickering.

Warne's Jig-Saw Puzzles

There is something specially fascinating about jig-saw puzzles, for whenever the task of fitting one together is in hand, everyone is anxious to help! The well-known jig-saw puzzles issued by Frederick Warne & Co. Ltd., are made of wood of good quality, and the cuts are sufficiently irregular to make the puzzles a real problem. Our experience bears out the statement of the firm that their 150-piece puzzles take from 2½ to 3 hours to solve, while a 400-piece puzzle may defy the combined efforts of a whole family for hours! Readers will be specially interested in the railway series of puzzles, which depict famous locomotives of all the four British groups. An illustrated catalogue of these puzzles will be sent post free to any reader who writes, mentioning the "M.M." to Frederick Warne & Co. Ltd., Chandos House, Bedford Court, Bedford Street, Strand, London, W.C.2.