

**EDITORIAL**

Welcome to my first newsletter. As I mentioned on the site this has been a culmination of my interest in slot car racing for more 50 years. Sometimes great ideas never come to fruition whilst others can lie dormant for long periods and then it just needs a catalyst to get the project moving again, luckily this is in the latter category. So after finally taking the plunge my new website is up and running and so far I have received a number of very positive comments, many thanks to all those who have sent wishes. I do hope that you have enjoyed reading it.

It is obviously early days yet and some areas are still being tweaked whilst others do tend to remain static. The website itself will always be fluctuating as new information becomes available and I would welcome any information or contributions from anyone interested who can assist, so that it can ultimately be shared with other Wrenn Formula 152 enthusiasts and visitors to the site. Ideally I would like to include more photos on the website as it develops and perhaps you would like to share some of yours? I will respond to e-mail questions and hopefully some of these can then be included in the Forum as threads for any other enthusiasts to discuss.

**ARE THERE ANY SURVIVORS?**

I am aware that a few of the factory-produced display layouts are out there being preserved and looked after by enthusiasts, but what happened to the individual and club ones? Do any of the old landscaped layouts that appeared in the model press of the time still exist?

There was Group Three's 'East London Grand Prix Circuit', Michael Scott's 'Brands Hatch', GR Fraser's portable 'Travelling Man Circuit' which often travelled to sunnier climes along with it's owner and RA Phillips' 'Craven Park Formula 152 Circuit'. Where are they now?

I am sure that many others were constructed but never warranted or even received the recognition from the modelling public but gave so much pleasure to their builders, owners and racers.



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What about the cars? Wrenn's limited range of different car types was augmented by enthusiastic modellers. Some of these were very simple custom painting to even modified bodywork. Although the more skilled and adventurous even adapted the car base and then went on to manufacture their own custom bodies. Their efforts do turn up occasionally, Bernard Sampson has a number of examples of these in his museum collection and the Slot Outlet also sold some recently, I hope that they went to a good home.



If you are either lucky enough to own or are aware of any of these landscaped layouts or cars it would be good to see photos of them so that they can be shared with the other Wrenn 152 enthusiasts. Are you even building your own now? If so please let me know.

### INITIAL THOUGHTS

After conversations with a number of like-minded Wrenn Formula 152 enthusiasts some common questions always seem to surface, such as:

How many cars and sets did Wrenn manufacture?

Did Wrenn produce a Blue 9-volt Maserati?

When did Wrenn actually stop producing slot cars and what were the reasons?

These obviously may never be answered as details and the relative information is probably all lost after this length of time, they are just food for thought but maybe something will turn up.



### SPARES

I have been wondering how many enthusiast still race Wrenn slot cars today? This may well be dependent upon the availability of spare parts and obviously enthusiasts in the main have to rely on original spares produced by Wrenn nearly 50 years ago. Demand for spares is escalating as their availability is dwindling so pushing up prices. I am currently investigating the possibility of having some of the later flexible spring Collectors manufactured. At the end of the day it will surely be down to quantities and possible demand to make the project viable. Stay tuned for further developments on this.



#### SET BOX INNERS

I have also been wondering about the set boxes and possibly you have as well. Most of mine have damaged vacuum-formed yellow styrene trays through wear & tear, transport and not least with the styrene itself becoming brittle over the many years since they were first produced. Perhaps it would be viable to produce some new ones but again it is just a question of demand and how many might be needed? I would value your thoughts on this and if there isn't enough interest then it could well be a non starter.



#### 'KEEP ON RUNNING'

As mentioned earlier I am considering having a few spares and items manufactured which will hopefully mean that enthusiasts can still run their Wrenn 152 slot cars instead of leaving them in boxes or cabinets. So I have decided to name this venture 'Keep on Running' which I feel firstly is an appropriate title and besides it is also a great music track and finally also reminds me of one of my favourite groups from the time that Wrenn were unfortunately winding down. More news on this to follow.

#### FURTHER INFORMATION NEEDED

The main area where information is sparse at the moment concerns the International Markets. With Wrenn exporting to over 40 different countries I am sure that there will have been many operational documents, catalogues, price lists and marketing material produced in languages other than English by the local importers. I have managed to obtain a number of these and have individually listed them on the website but this area is vast and it is difficult to actually comment without viewing the items when they eventually turn up to confirm their existence. If you have access to any printed foreign language items I would appreciate some knowledge of them so that the information they contain may be added to a possible ultimate Wrenn Formula 152 website library and I would recognise the source of these.



#### ITEMS FOR SALE

I have collected Wrenn 152 for many years and now have a number of items, mostly duplicates, which I am intending to offer for sale. Until I produce a list of items for sale, if you are looking for anything specific please let me know.



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### USEFUL CONTACTS

This is an initial list of websites and contacts which may be of use:

This site includes a forum for all slot car manufacturers including Wrenn 152 and a Swap Shop.  
[www.slotforum.com](http://www.slotforum.com)

Site covers Wrenn railways and Wrenn 152 and includes a list of currently available items for sale.  
[www.wrennspecialist.co.uk](http://www.wrennspecialist.co.uk)

Manufacturers of resin reproduction Wrenn 152 drivers and some cars.  
<mailto:sales-enquiries-only@racingcarmodels.co.uk>

French manufacturers of reproduction urethane tyres for Wrenn 152 who sell via eBay.  
 Shop - [slotcarstyres](http://slotcarstyres)  
 Seller - [dauremy](http://dauremy)

### A FINAL THOUGHT

Do you think that there would be any interest in establishing a Wrenn Formula '152' Club (again)?



### THANK YOU

Firstly I would firstly like to thank you for showing an interest in my website and especially in Wrenn Formula 152. Personally I believe that all slot collections would benefit from the inclusion of some of Wrenn's intricate slot cars. Wrenn invested in their engineers to constantly improve their slot racing products and in their day they were far superior to most of their competition, especially with innovations which are only now being surpassed over 50 years later.

Thank you also for requesting to receive this newsletter. I hope that you have enjoyed reading my first attempt and also hopefully this will not be the last, as seems to have happened with the Wrenn Model Motor Racing Journal.....that is unless you know anything different.

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