

### EDITORIAL

Welcome to my eighth Newsletter, which starts the 3rd year of their production, and yes the time just zips on by. Always make sure that you try to enjoy it. The first article is about the factory-built layouts where I have collated as much information and photos of all of these different layouts that is available. Next is the concluding part of the detailed look at set box internals, this time the 2nd generation ones. Sven Nilsson has found an interesting solution to broken DC motors and finally there is a short article on the AC motor Pawls I do hope that you enjoy reading this and don't forget this year's UK Slot Car Festival is on over the weekend of 19 & 20th May. There will be a Wrenn 152 exhibition stand and layout there again, so I hope to see you there.



### THE FACTORY-BUILT LAYOUTS

Wrenn had a number of layouts assembled and mounted onto portable baseboards, to introduce their new Formula 152 range and to promote it's uniqueness at exhibitions and in local toy and model shops. From what I can determine, they seem to have had five different layouts assembled in various sizes.

Even though I have one of the smallest, simple oval layouts, unfortunately I have never seen an official photograph of this one but I am aware that at least three of these are still surviving today. To accompany these, Wrenn had two special items manufactured but unfortunately some of these surviving layouts do not have both of these items. There was a piece of Barrier Fence which had a sloping end and some Red printed text 'OVERTAKING THREE CARS ON EACH LANE' with an arrow which was designed to highlight the actuating buttons on the new Deflector Straight. The second item was a printed cardboard advertising banner that was supplied with two polished stainless steel rods that were supported in the layout base through two small timber blocks. This banner was printed in Turquoise, Yellow and Red and included the

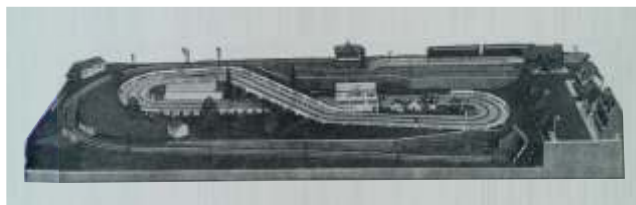
### THE FACTORY-BUILT LAYOUTS continued

illustration of the Cooper (although this was actually over-printed in Red) with the words 'WRENN formula 152 FOR REALISTIC MODEL MOTOR RACING'. The banner was folded and stapled together so that it could be retained on the two steel support rods. Wrenn later used these cardboard banners at exhibitions and a photo appeared in Miniature Autoworld of two of them on the Wrenn stand at the 1965 Brighton Toy Fair. The photos below show both of the special items and two of the first portable layouts with them in situ. Of note is that Wrenn did also include one of their cars, without any internal components, screwed to the baseboard and each of these layouts have slightly different arrangements of the buildings and the car type chosen.



**THE FACTORY-BUILT LAYOUTS continued**

Three different medium-sized layouts were produced, with two of them (in the photos below) also including some of Wrenn's railway track to promote this product as well. These larger layouts were photographed for use in the Catalogues and also in the A10 - Instruction Manuals. However the lower photo of the second layout seems to show the prototype versions of both the Grandstand and the two Trackside Pit buildings on this layout with very large text on the pit name boards.



The other medium-sized layout just included Wrenn's 152 slot racing products and this also had a Grandstand as well as two Trackside Pits in a very compact figure-of-eight layout. A photo of this layout did appear in Wrenn's current modelling press adverts of the time alongside a plan of the circuit. The same photo of this layout was also featured in a book 'The Complete Book of Model Raceways and Roadways' by Louis Hertz.

**THE FACTORY-BUILT LAYOUTS continued**

The final and largest one, in the two photos below, was included in the last Catalogue seen, as well as in the current Wrenn advertisements. One of these photos was supplied to Finister's of Coventry for their use as part of their Wrenn 152 advertisement in the modelling press, but unfortunately they actually reversed the photo left-to-right, which was noticeable since the side staircase on the Grandstand appeared on the 'wrong' side. Interestingly the Grandstand actually seems to be a prototype version with three flags and the solid sides incorporating the cantilever roof.





**SET BOX INNERS - 2nd GENERATION**

When the 2nd generation of set boxes were introduced, during 1963, these were slightly larger in plan than the previous boxes. Wrenn had a new illustration prepared for the box lid and again the boxes were designed with two different depths so that the different contents of each set could be accommodated. However this time, besides having two different heights of box bases, they also had the option of two different box lid heights.

Interestingly, a number of Exico's 2nd generation set boxes have been seen with a deep base and the thinner top and, in fact, I have not yet seen the deeper box lid with the Exico Micro-Racers stickers applied, so maybe either Wrenn standardised on this or, maybe Exico requested this? However it may well have just been a cost-cutting exercise introduced by Wrenn, I guess that one will have to go into the 'probably never know' pile.

The decision to having a single vacuum-formed inner tray was introduced for all of the 2nd generation set boxes. This component included product sub trays within the main tray to separately hold the cars, track, controllers and the accessories separately without the need for any additional items. There were three different arrangements of the components to hold the various quantities of track sections within the different set boxes. Although, just as in the earlier set boxes, there was room to accommodate up to three cars together with their accompanying controllers in each of the versions for the Set 2A & 3A boxes.

All of the inner trays were vacuum-formed in a Pale Yellow polystyrene, although a few of the smallest trays have been seen formed in a White polystyrene. The stacked items of similar track sections were held much more securely but still had elastic bands over the track connectors to keep them together, as they had previously supplied in the 1st generation boxes.

The smallest and narrowest set box inner tray was designed for the Set 0 and Set 1 boxes. This example is unique in having an open section to one long side to allow two flat lengths of Barrier Fence, each 18" long, to be included as opposed to the usual bagged coil of two full length sections. This area also accommodated the Fence Posts as well as the Return Leads.

**SET BOX INNERS - 2nd GENERATION continued**

For the final 9-volt Grand Prix Flying Figure-8 set, Wrenn only required the smallest box, so they used the 1" high box construction similar to the Set 0 box, with a totally new box lid artwork. This new box lid illustration was unlike any of Wrenn's previous examples and was arguably one their most realistic after their initial launch. Pity it was just too late.



As mentioned in the last Newsletter if you have any additional information on any of the Wrenn 152 set boxes it would be great to hear from you.

### ALTERNATIVE DC MOTORS

I am very grateful to Sven Nilsson, one of our Wrenn 152 enthusiasts in Sweden, who has devised a solution for providing power to existing DC cars when the motor is broken beyond repair and a replacement is not available. He has managed to source a new 12-volt motor of similar size to the Wrenn DC motor, and significantly, with a similar diameter drive shaft which means that he can use the Wrenn pinion. Ideally Sven thinks that this should have 8 teeth as opposed to Wrenn's original 6-tooth version. The difference in the maximum revs of the new motor could be compensated to match the speed of the standard DC cars. I would like to throw this open to everyone, do you know where he could get some of these small pinions made? This may help all of us going forward. As you can see in the photo below, which Sven has kindly shared, the new motor sits quite nicely in the original motor base plate, so the mounting could not be easier. This is a great solution to getting your inactive DC motored cars racing again. So well done Sven and thank you for sharing, I hope that we will be able to assist you with your search for your new pinion.



### PAWL VARIANTS

I have included a photo below, kindly provided by Rob Miller, which shows the two versions of the Pawl used in the AC Vibrator motored cars. The earlier version is curved whilst the later one is flat. I do not have any information on why Wrenn felt that this was necessary, nor when this changeover actually took place but a number of the early AC Chassis cars have been found with the later flat Pawl. Although this is probably understandable with this component being easily changed by the owner if the previous one required replacing. Do you have any information on this?



### USEFUL CONTACTS

Please note that Rob Miller now has a new website forum for Wrenn 152.  
[www.tapatalk.com/groups/wrenn152/](http://www.tapatalk.com/groups/wrenn152/)

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)

French manufacturers of reproduction urethane tyres for Wrenn 152 who sell either direct online at [www.slotcarstyres.com](http://www.slotcarstyres.com) or via eBay as seller dauremy.

