

A general view of the Championship Circuit showing how a comparatively flat type of model layout can be made interesting by using the Wrenn accessories, scenic material, lichen and a few other items.

Circuit of the Month

GROUP THREE

A description of the latest Wrenn Circuit modelled by three enthusiasts and based on the East London Grand Prix Circuit in South Africa

You have probably never heard of Group Three, but if you have, it will come as no surprise to you to see their working Wrenn 152 circuit based on the East London Circuit in South Africa. It will be remembered that this was the scene of the final race in the World Championship of drivers for 1962 in which Graham Hill clinched the title after Jim Clark was eliminated by an oil leak, while leading the race.

Group Three, as the name suggests, are basically three model car enthusiasts who started in a small way with a Wrenn 152 layout in the spare room of a house. Eventually, the room was filled, and these three found premises where they were allowed to leave the track permanently.

When the new premises were acquired the group decided to build a model of a real circuit, and it so happened that 'Model Motor Racing,' which is the journal of the Wrenn Formula 152 Driver's Club, had in its first issue a plan of the East London Circuit in South Africa. And so, this circuit was modelled, based on the Wrenn plans and scenic details were added.

As the layout was only to be relatively small, Sundeala board was used for the baseboard, this is fairly expensive but worth

it for a small layout.

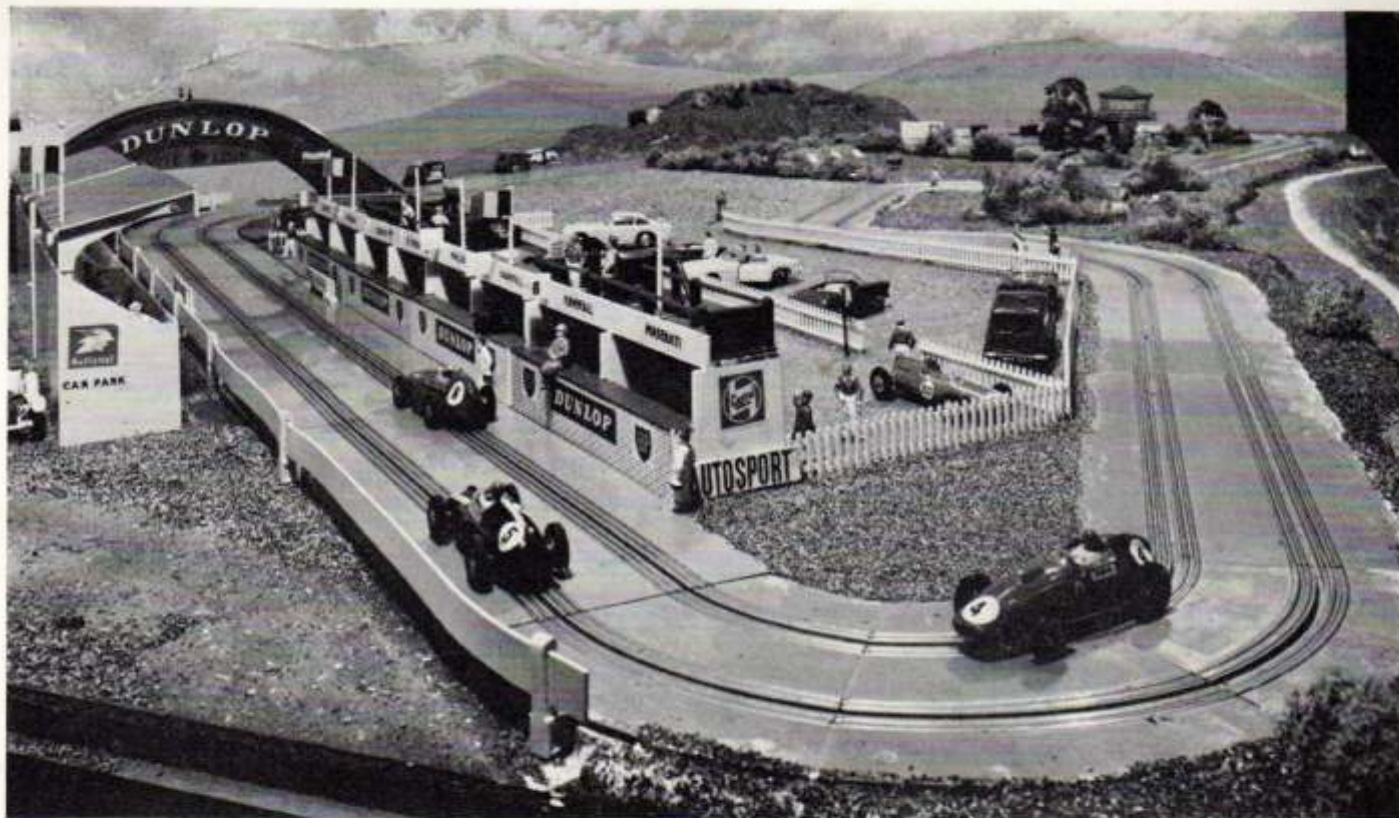
A framework was constructed using 1½in. x 1in. timber and the whole baseboard and frame was glued and screwed together, the overall dimensions being 7ft. 3in. x 4ft. 0in. The baseboard was then lifted bodily onto a small table standing roughly 3ft. from the ground.

The track sections were pinned to the baseboard using black pins through the holes which are already in the slots in the Wrenn track. The edges were also glued to the baseboard to make absolutely certain that the track would not move at all.

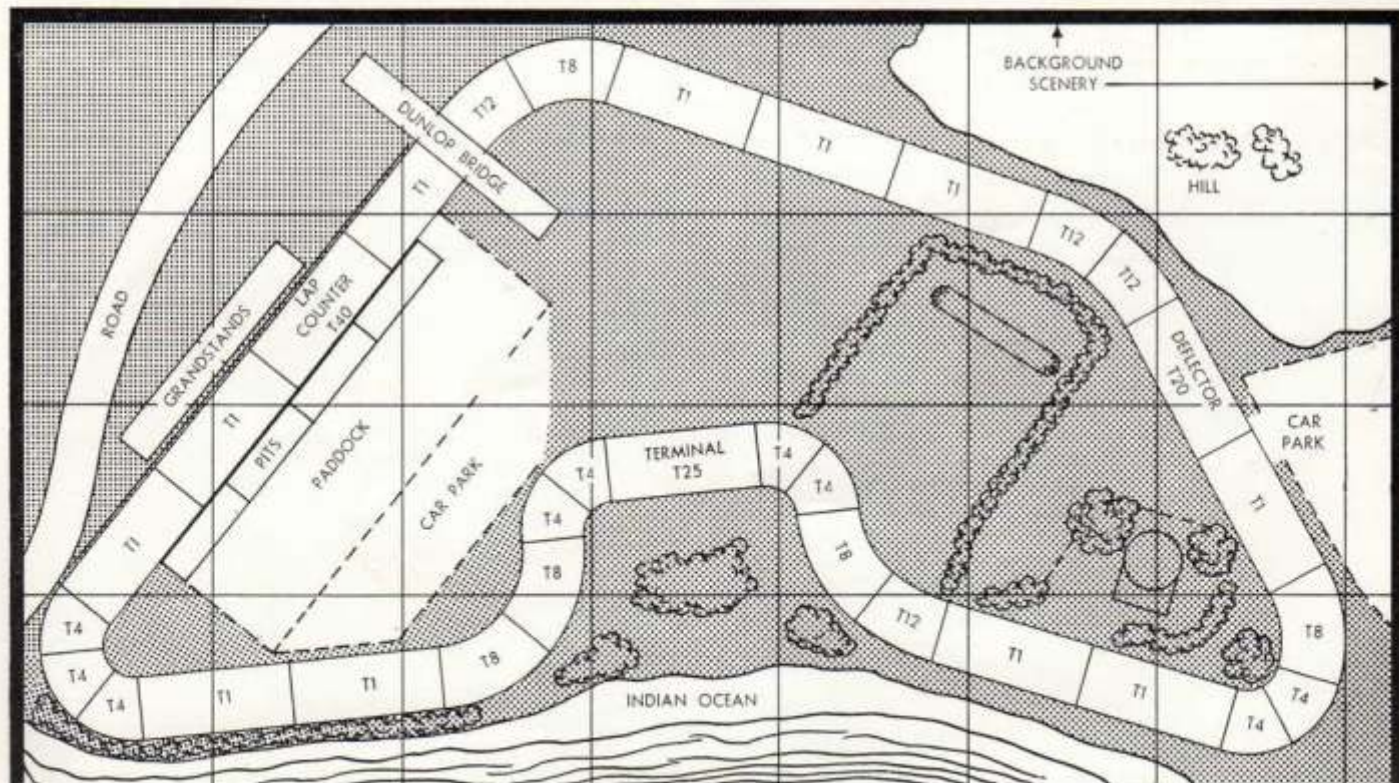
A roll of rug canvas was bought for the scenery, and when this had been attached to the baseboard, it was given suitable packing underneath, in the form of old newspapers and corrugated paper which brought the level up to the same height as the track, and also made contours for hilly areas.

The rug canvas was then covered with a layer of Polyfilla which was allowed to dry completely before being covered with green scenic material, which was stuck on with Copydex solution.

Four Wrenn double pits were used, and two Wrenn grandstands; the lap counter and deflector sections were also incor-



Top. As the leaders travel past the pits towards the Dunlop bridge, Ferrari No. 4 rounds Beacon Bend in third place. Bottom. A plan of the East London Circuit which has been suitably modified from the Wrenn plan for Group Three requirements. The area inside the circuit surrounded by bushes is a rifle range, the bend above this is called appropriately enough, Rifle Bend. All Wrenn track parts are marked with their numbers. It might be of interest to readers to know that the whole circuit was modelled by Group Three in a little more than a weekend—such was their enthusiasm! It is also worth mentioning that several makes of static cars were used in the car parks and paddock, and although not true to scale, some of the smaller models do not look out of place. Examples are the Dinky Austin Healey Sprite and the Corgi Aston Martin D.B.A.





A Vanwall, Cooper and Ferrari in close company as they flash past the car park and paddock.

porated to make the racing more interesting.

Birdsand was used for the sandy beach, and the sea was made from a layer of rug canvas laid flat on the Sundeala board and it was then coated with Polyfilla. Next, a second, thinner coat of Polyfilla was applied, and the waves were moulded into shape with a brush.

Then two coats of shellac were applied, allowing each coat to dry completely. The sea was then painted with artists' oil colours, this being done by one of the more artistic members of the Group. If so desired, Humbrol paints can be used, but the effect is not quite as good. For colouring the sea, the basic colours were Prussian blue and white, which gave it body, into this was

worked Viridian green, burnt sienna and black.

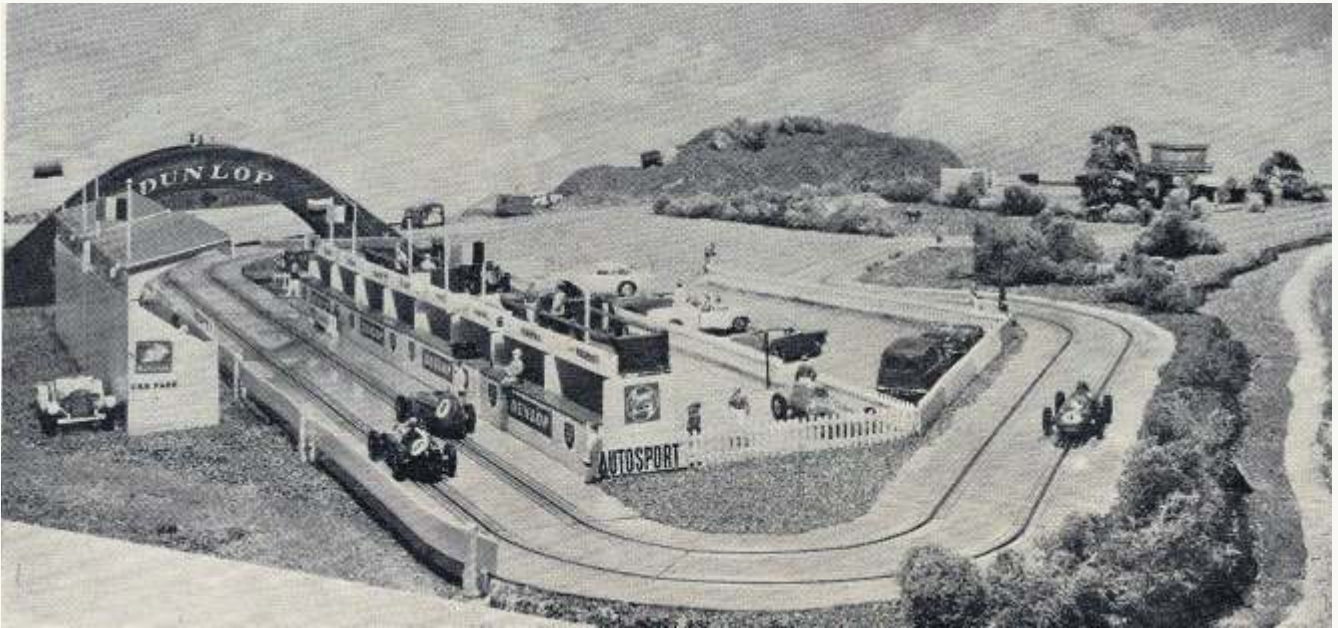
After the paint had dried, two or three coats of clear varnish were applied, giving a watery effect.

The shubs were made up from pieces of lichen, and the trees were Britains. Car parks and escape roads were made with painted birdsand, stuck to the baseboard with Copydex solution, the same as the green scenic material.

In conclusion, I can only say that a few laps of this fine circuit convinced me that an immense amount of fun can be had from this Wrenn equipment, and Group Three have done an admirable job in building up one of the smaller club circuits, showing what can be done in a comparatively small space.

Coming through the Sweep, a Cooper leads a Vanwall and a Ferrari as the three cars enter Back Straight.





(photo taken from Meccano Magazine supplement)

NB - This photo shows the layout without the painted hillsides on the backdrop seen in the main article photos in the Model Roads and Racing article.



(photo taken from Model Roads and Racing magazine cover)