

### EDITORIAL

Welcome to my spring Newsletter which completes my eighth year of generating them. I really did not expect to have been able to have enough information to produce this many Newsletters when I started back in early 2016. I can't take all of the credit for this because you, my subscribers, have constantly assisted me and I am very grateful for all of your contributions. This issue includes a look at all of the various Green Instruction Sheets that Wrenn had printed. Next there is an update to a new page on the website where you can send in your videos and photos followed by a personal appeal for a couple of items. This is followed by a short article on an odd Car that has been seen and finally we are looking at the guarantee numbers to assist with estimating the total production numbers of Cars. I hope that you enjoy.



### GREEN INSTRUCTION SHEETS

Wrenn had a number of Green paper Instruction Sheets printed to accompany and introduce various items, although these were mostly for new Track sections. The first one printed was a small, square sheet which was included in every carton that contained an E1-Controller. It specifically describes the first type of Controller for the Vibrator-motored Cars and it also suggests the use of the securing strips for locating the Controllers onto a baseboard. These sheets were to be found in the E1-Controller cartons and also in the Vibrator-motored Sets. In the individually supplied E1-Controllers and the Sets they performed another function and were used to wrap around the two Black polystyrene securing strips and the four very small fixing screws which were wrapped in the sheet and these were all kept together usually with a rubber band. When the Type 2 E1-Controllers were introduced, for the new DC-motored Cars, this sheet was obviously discontinued. The next Instruction Sheet to be printed was the one for the T20-Deflector Section which was finally introduced in February 1961. This describes the use of the Deflector Section and includes its suggested positioning on a layout. It also includes recommendations for remote use and also for a 'fixed' version. As Wrenn then introduced the boxed version

### GREEN INSTRUCTION SHEETS continued

of the T30-Bridge & Track Support Set in September 1961 in its new Yellow and Black carton, the next Instruction Sheets to accompany them were printed. This sheet just explains the use of the supports with their three different heights and with diagrams for their suggested positions.



The T40-Lap Counter was launched in November 1962 and a small square Instruction Sheet was designed for its use. These were usually folded and put inside the White rectangular cardboard tube that was slid into the carton with the piece of track to protect the vertical White polystyrene lap counters. The Instruction Sheet also states that the Lap Counter was 'Mechanical' and before this was actually introduced, Wrenn teased the trade at a Toy Fair in 1962 that they were working on both a mechanical and an electrical Lap Counter. When Wrenn introduced the new 'Curvable' T1-Straight Track sections in January 1963, they needed a new Instruction Sheet to explain how to use this facility in the modified sections of Straight Track. Owners were expected to be able to do themselves and examples of a hump back bridge and a hill climb were described. Later versions of this sheet have been seen with the additional text at the bottom of the sheet 'Printed in England' have been seen which had been surprisingly omitted from the early ones.



### GREEN INSTRUCTION SHEETS continued

There was another smaller Instruction Sheet this time for the new Patented 'non-flexible' type XG6-Collectors that were launched in August 1963. These were classed as a design improvement by Wrenn and included the fitting of these new Collectors as well as their removal with an additional couple of diagrams. These sheets were usually folded and included in the XG8-Collector Conversion kits with the 4No new spring-type Collectors and the 4No Terminal Plates. The paper used for all of these Instruction Sheets was initially a Pale Green but over the years there seems to have been many different shades of this colour used from a Pale Green to even a Pale Grey/Blue colour although some may have just faded over time. Finally here was a very small Green paper Instruction Sheet that was originally used in the early packs of G4-Numeral Transfers. These just had the basic instructions on how to apply the numerals and lists their possible uses. When the original multi-use Headers were upgraded the Pink Headers were replaced with new Cream versions. These new Cream Headers just gave the option of having either the A5-Decorative or the G4-Numeral Transfers and the application instructions were then printed on the rear of the Header card. So the paper Instruction Sheet was redundant but unfortunately I can't confirm when this happened.



### NEW WEBSITE PAGE

If you have visited the website recently you may have already noticed that I have created a new section on the website to showcase videos and photos of Wrenn 152 layouts. This is obviously a 'work in progress' at present but initially a friend of mine has managed to extract the relevant section from the 'Grand Prix' movie showing the very large Wrenn 152 Monza layout. I have also included some 'placeholder' videos and photos of my layouts.

### NEW WEBSITE PAGE continued

which will be replaced as more suitable examples are located. With the new smart phone technology available, taking photos and videos cannot be easier. So if you would like to share yours with the global Wrenn 152 community and the website visitors, do please send them to me direct for consideration. Permission to show any of your videos or images will always be sought prior to uploading. So if you haven't already seen these, please do check them out.



### AN APPEAL

Continuing with the website, I have decided that I would like to upgrade some of the photos featured which have been present since the website went live. The Car photo spreadsheet that is located in the Car section is one of them. As you are probably aware, the photos of the examples shown do not include every single Chassis variant and Car colour that was available. Ideally this upgrade will include photos of all of the different Car types and colours with each of their Chassis variants that were originally manufactured. Currently I am looking for one specific Car, which is a Red DC Maserati with the very first type of Chassis, a Type-D, that was a factory-modified AC Chassis. I have included a photo of the Blue version below, for comparison. The things to note on this chassis type is that the rectangular access hole has removed some of the raised lettering and there is the curved area to cover the new contrate. If you do happen to have one of these I would be very interested to hear from you so that I can complete the new photos of all of the examples. I would be prepared to pay for this or swap it for another Red DC Maserati with a later Type-F Chassis. If you could please check in your collections and let me know that would be great.



### AN APPEAL continued

Secondly I am looking for a specific 'Sensational New Winner' leaflet. This would be one of the early ones, having the standard Yellow cover but inside it would just have all text, having no illustrations of the Ferrari and the Cooper. It also states in the first paragraph, that the Cars can race at scale speeds 'up to 250mph'. The one that I have at present has some missing pieces and is covered in Sellotape, that great repairer! You may have noticed that the photo I have used on the website is a relatively poor quality photo taken from someone's sale on eBay (see below). If anyone does have one of these I would be prepared to either buy it or swap it for one of the second type. Again, I would be very grateful if you could please check your collections for me.



### AN ODDITY

One of our subscribers, Clive Mills, has come across a very strange item. It is a boxed Red Ferrari with none of the internal or working components and it doesn't look as though any have ever been fitted. The Ferrari is in an 'as new' condition, it has a Type B Vibrator-motor Chassis and is complete with all of its transfers. So he has asked what is it? As far as I am aware Wrenn did produce a few Green Cooper and Red Ferrari Chassis during 1961 but never any complete bodies. So this looks as though it may have been specifically built (by

### AN ODDITY continued

the factory?) possibly as a static model with no intention to build it up as an actual running slot car. I have only encountered this type of Car previously on the 'Miniature Display Layouts' that Wrenn built for supplying to the UK agents for displaying and demonstrating Wrenn 152 in their toy and model shops. I have seen photos of three of these layouts and I have been lucky to have another one in my collection. These small oval layouts were mounted onto a piece of painted plywood with Buildings and Figures and also one 'static' Car. There were small differences in the positioning of the buildings, Figures and the Car chosen. Some had a Cooper whilst others had a Ferrari. They were secured onto the plywood base with a single small screw using the Guide Pin hole. So Clive may be lucky to have obtained a very rare example of one of these that were assembled by Wrenn for this use, or do you have another suggestion why it was built?





### GUARANTEE REGISTRATION NUMBERS

As you will already know, Wrenn issued guarantee slips and cards with all of their Formula 152 Cars and Sets. Luckily some of these have survived until today, which is a great information base for us without having the benefit of any definitive production figures being available from within the Wrenn archive. With their consecutive numbers these give us an opportunity to have an educated guess at the total manufacturing number for the Cars. In Maurice Gunter's book on the history of Wrenn (Vol 4), with this information he was able to estimate the overall total manufactured number of Cars produced. In the intervening time the highest number of the guarantee slips being seen for the Cars and the Sets has increased. Currently the highest number seen for the Cars is now B37537 and for the Sets is B 37994. These will increase the estimated total number of Cars produced. Please see the photo below and it looks like a young Katie McKay was the lucky recipient of a brand new Wrenn 152 Set. I do hope that she enjoyed owning it, even though she didn't actually send her guarantee card in to register it with the factory. If you happen to have any larger numbers printed on either a Car Guarantee slip or one of the Set Guarantee cards in your possession than those mentioned above, it would be great to hear from you. I would be grateful if you could please check.



### IT'S OVER TO YOU

Over the years I have been asked many questions about all of Wrenn's Formula 152 products and some of these have often been repeated. So I would just like to put a

### IT'S OVER TO YOU continued

few of these back to you, the Newsletter subscribers, for your thoughts. If you would like to comment on them do please let me know.

What do you think about having a new 'Wrenn 152 Drivers Club'? If so, what would you like to see?

What do you think about being able to contact other Wrenn subscribers in your local area or country? I am very aware of data protection and I will only share the individual's contact details if they give their permission. I have actually just recently successfully linked two out of the three subscribers in Portugal.

Finally could I ask some questions about your Wrenn 152 collections if you would like to reply?

Do you race your Wrenn 152 Cars? If so, do you race Vibrator-motored Cars, DC-motored Cars or both?

Do you have a permanent layout or do you just assemble a layout every time?

Thank you in anticipation, the latter questions may help with choosing possible spares to be manufactured.



### USEFUL CONTACTS

Rob Miller has a 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)

This French manufacturer is again making the reproduction urethane tyres for Wrenn 152 and they are now just selling direct from their website.  
[www.slotcarstyres.com](http://www.slotcarstyres.com)