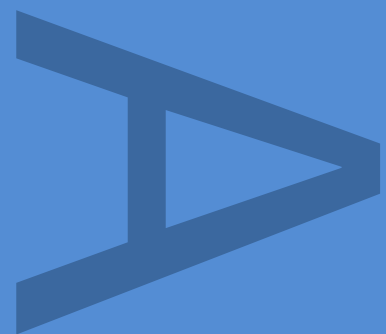


**RECTIFIED PHOTOGRAPHIC
SURVEY OF THE CAMPBELL
CIRCUIT, BROOKLANDS,
WEYBRIDGE, SURREY**

SITE CODE: SBRW12

PCA REPORT NO. R11863

SEPTEMBER 2014



PRE-CONSTRUCT ARCHAEOLOGY

**RECTIFIED PHOTOGRAPHIC SURVEY OF THE CAMPBELL CIRCUIT,
BROOKLANDS, WEYBRIDGE, SURREY**

Site Code: SBRW12

Central OS National Grid Reference: TQ 06840 62765

Written and Researched by: Paul McGarrity

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**Commissioning Client: Ramboll UK Limited on behalf of Mercedes Benz
Retail Group UK Limited**

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PCA Report No: R11863

DOCUMENT VERIFICATION

CAMPBELL CIRCUIT, BROOKLANDS,
WEYBRIDGE, SURREY

RECTIFIED PHOTOGRAPHIC SURVEY

Quality Control

Pre-Construct Archaeology Ltd	
Project Number	K3698
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1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by Ramboll UK Limited (Ramboll) on behalf of Mercedes Benz Retail Group UK Limited to survey part of the Campbell Circuit, a section of the former Brooklands Motor Racing Circuit in Weybridge, Surrey, centred on Ordnance Survey National Grid Reference TQ 06840 62765. The Campbell Circuit was built in 1937 as an extension of the 1907 Brooklands course, the world's first purpose-built motor racing circuit. It is a Scheduled Monument (Surrey SM no. 33691) and lies within the Brooklands Conservation Area.
- 1.1.2 Scheduled Monument Consent has been granted to cover those parts of the surviving surface of the Campbell Circuit in the ownership of Mercedes Benz Retail Group UK Limited in order to protect it and enable its continued use. The rectified photographic survey was one of the measures put in place by Ramboll to mitigate any possible archaeological impacts that may arise from the proposals. The Campbell Circuit lies just to the south of Mercedes Benz World. The recorded area covers approximately 2180sqm.
- 1.1.3 Photographs were taken from a Mobile Elevating Work Platform (MEWP or 'Cherry Picker') and located with a GPS survey of targets placed over the area. These photographs have been pieced together in a mosaic to create a continuous photographic scaled image of the section of the Campbell Circuit that was surveyed.
- 1.1.4 The rectified photographic survey recorded the original 3m wide beds of poured concrete along the length of the recorded track. Like the main Brooklands Motor Racing Circuit, the surface of the Campbell Circuit was susceptible to damage and needed regular repair, examples of various patches and repairs are visible along the length of the recorded track. The Aerodrome Corner was more degraded than the Sahara Straight. In particularly degraded areas, steel mesh was visible within the concrete. Thin patches of tarmac are visible overlying the concrete surface. No features were found in the track that relate to World War Two or post-war use.

2 PROJECT BACKGROUND

2.1 Introduction

- 2.1.1 A rectified photographic survey was conducted by Pre-Construct Archaeology Limited of part of the Campbell Circuit, Brooklands, Weybridge, Surrey, KT13 0SL (**Figures 1 and 2**).
- 2.1.2 The survey was conducted in advance of a proposal to cover this part of the surviving surface of the Campbell Circuit in the ownership of Mercedes Benz Retail Group UK Limited with a historically accurate reproduction concrete to protect the 1937 surface from further deterioration and to allow new uses for the track.
- 2.1.3 The survey was conducted from 1st to 5th September 2014. The work was commissioned by Ramboll UK Limited (Ramboll) on behalf of Mercedes Benz Retail Group UK Limited.
- 2.1.4 The surveyed area covered the parts of the Campbell Circuit known as the 'Aerodrome Curve' and the northern part of the 'Sahara Straight', which lie just to the south of 'Mercedes Benz World', a car museum and dealership. The recorded section of the Campbell Circuit covers an area of approximately 2180m². The track itself has been truncated by modern development to the west and continues to the south beyond the survey area.
- 2.1.5 The Ordnance Survey National Grid Reference of the site centre is TQ 06840 62765.
- 2.1.6 The site was allocated the site code SBRW12.
- 2.1.7 The fieldwork was undertaken by Paul McGarrity, Deborah Koussiounelos and Kari Bower. The project was managed by Charlotte Matthews, all staff members of Pre-Construct Archaeology Limited.

2.2 Planning Outline

- 2.2.1 The surviving Brooklands Motor racing track is a Scheduled Monument (Surrey SM no. 33691). The Campbell Circuit lies within the Brooklands Conservation Area as defined by Surrey County Council.
- 2.2.2 Scheduled Monument Consent has been granted for works designed to seal and thus protect the original track surface, which has deteriorated over time, and permit those authorised to do so to resume using it. A rectified photographic survey of the surface was one of the measures put in place by Ramboll to mitigate any possible impacts on the heritage asset that may arise from the proposals. The results of the survey are detailed in this report.

2.3 Proposed works

- 2.3.1 The proposed works will seal the now fragile original 1937 surface and all subsequent alterations to it with a new concrete surface that matches as closely as possible the original surface (in both the composition of the concrete mix and the method of laying). The concrete will be poured into beds, as per the original dimensions (c.3m

wide), but off-set from the originals, staggering the joints and preventing weak points. The fibre reinforced concrete will form a protective covering 225mm thick and will be laid over Geogrid and Polythene sheeting, the latter to protect the original surface. The new surface is designed to be removable (Gifford: 'Concrete slab overlay details'. Construction plan, drawing no. 18453-GE-101 dated Aug. 2011) and the works entirely reversible.

3 METHODOLOGY

3.1 Aims and Objectives

3.1.1 The aim of the rectified photographic survey was to record a section of the surviving Campbell Circuit at Brooklands, that is in the ownership of Mercedes Benz Retail Group UK Limited. The objective was to produce an archive record (scaled photographs, photographs and text) of the Campbell Circuit as it exists today prior to the area being re-surfaced.

3.2 Methodology

3.2.1 A rectified photographic survey of the Campbell Circuit and a photographic record of its wider setting were carried out from 1st to 5th September 2014. The images used for the rectified survey were produced as high resolution (18.0MP) digital images (JEPG and RAW files). A selection of wider views of the track and working images was also made using the digital format (**Plates 1 to 5**).

3.2.2 The photographs were taken from a Mobile Elevating Work Platform (MEWP) that was extended to approximate height of 16m. The track was notionally divided into 5m squares with a ceramic survey target placed at each corner. The targets, each sequentially numbered, were then located with GPS survey equipment. A comprehensive register was maintained of all the 5m square numbers, their corresponding GPS survey target numbers and individual photographic film and frame numbers.

3.2.3 The photographs were rectified by Pre-Construct Archaeology's CAD department where the individual images were joined together as a mosaic to create a continuous photographic image of the section of the Campbell circuit (**Figures 3 to 8**). The process of rectifying the images produces a scaled optically corrected image (in essence 'flattening' them out).

3.3 Site Archive

3.3.1 It is anticipated that the completed archive will be deposited at the Brooklands Museum, Weybridge, Surrey, under the site code SBRW12.

3.4 Guidance

3.4.1 All works were undertaken in accordance with standards set out in:

- Association of Local Government Archaeological Officers: *Analysis and Recording for the Conservation and Control of Works to Historic Buildings* (1997)
- British Archaeologists and Developers Liaison Group: *Code of Practice* (1986)
- British Standards Institution: *Guide to the Principles of the Conservation of Historic Buildings (BS 7913)* (1998)
- English Heritage (Clark K): *Informed Conservation* (2001)
- English Heritage: *The Presentation of Historic Building Survey in CAD* (2000)

- IfA: *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (1996, revised 2001 and 2008)
- English Heritage *Understanding Historic Buildings; a guide to good recording practice* (2006)

4 HISTORICAL BACKGROUND

4.1 Introduction

4.1.1 The history of Brooklands motor racing circuit is well documented in numerous sources (e.g. Gifford 2011, Lancaster 2012) and consequently only a brief outline is included here.

4.2 Brooklands Motor racing circuit and aerodrome

4.2.1 Brooklands was a 4.43 km (2 ¾ miles) motor racing circuit built near Weybridge in Surrey. It opened in 1907, and was the world's first purpose-built motorsport venue. The circuit hosted its last race in 1939. It was also one of Britain's first airfields, which in turn became Britain's largest aircraft manufacturing centre by 1918.

4.2.2 Requirements for speed and spectator visibility led to the Brooklands motor track being built as a 30m (100') wide, 4.43 km long, banked oval. The banking was nearly 9m high in places. In addition to the oval, a bisecting "Finishing Straight" was built, increasing the track length to 5.23 km (3 ¼ miles), of which 2.01 km was banked (internet source 1).

4.2.3 Owing to the complications of laying Tarmac on banking, and the expense of laying asphalt, the track was built in uncoated concrete. In 1907 poured concrete was a relatively new building technology, not well understood at the early years of the 20th century. Consequently the surface suffered from differential settlement over time and this led in later years to a notoriously bumpy ride (internet source 1).

4.2.4 During World War I Brooklands was closed to motor racing and was requisitioned by the War Office. Vickers Aviation Limited set up a factory in 1915, and Brooklands soon became a major centre for the construction, testing and supply of military airplanes.

4.2.5 Motor racing resumed in 1920 after extensive track repairs and Grand Prix racing was established at Brooklands in 1926 (internet source 1).

4.2.6 The popularity of Brooklands grew throughout the 1930s. In 1930 the clubhouse was extended to accommodate the social appeal of race meetings and the BARC (British Automobile Racing Club) adopted the slogan 'The Right Crowd and No Crowding'. Brooklands, which was still the preserve of the wealthy amateur, became a fashionable venue on the sporting calendar along with Henley, Wimbledon and Ascot. Members of the BARC were often members of the Brooklands Flying Club as well. Until 1933, Brooklands was unchallenged as the only motor racing circuit in mainland Britain, but in that year the track at Donnington Park in Derbyshire was opened for car racing. Further competition came with the opening of a road-racing circuit at Crystal Palace, in south-east London. Facing up to this the BARC decided to construct a new road circuit at Brooklands. The new circuit was designed by, and named after, Sir Malcolm Campbell and zig-zagged its way across the centre of the 1907 motorcourse cleverly incorporating the old banked track. Opened in 1937 it soon became popular with the increasing number of drivers who wanted to experience the thrills of this sport.

- 4.2.7 When World War II broke out in 1939, motor racing ceased and the site was turned over to war-time production of military aircraft. Some of the track was damaged during this time by enemy bombing and sections were covered by temporary dispersal hangars (internet source 1).
- 4.2.8 As a centre of war-time aircraft production the site was a prime target for German bombing raids. The large, oval, pale-coloured concrete race track made Brooklands a particularly obvious target from the air and extensive use of various camouflage techniques was made. Trees were planted along some sections of the concrete track, parts of the track were buried under soil and old tyres, parts were painted in camouflage colours and parts were concealed underneath camouflage nets and possibly dummy buildings to break up the outline (Lancaster 2012, 55). Despite these efforts, the Vickers factory was bombed on several occasions, the worst incident occurred on the 4th September 1940 when 85 workers were killed and over 400 injured during an enemy air-raid (Lancaster 2012, 57).
- 4.2.9 By the end of the war, the circuit was in a poor state of repair and was sold to Vickers-Armstrong in 1946 for continued use as an aircraft factory, effectively ending the era of motor racing at Brooklands (internet source 2).
- 4.2.10 New aircraft types including the *Vickers Vanguard* (a turbo-prop airliner) and the *VC10* (jet airliner) were designed, manufactured and flown out from Brooklands.
- 4.2.11 In 1951, construction of a new hard runway required a section of the motor circuit's Byfleet Banking to be removed to allow *Vickers Valiant* 'V'- Bombers to be flown out.
- 4.2.12 After considerable expansion with increasing commercial success in the 1950s, the Vickers factory expanded to a peak in the early 1960s (internet source 3).
- 4.2.13 However, the Labour government's cancellation of *TSR-2* (an advanced multi-role combat aircraft) in 1965 and the disappointing lack of significant orders for the *VC10* and *Concorde*, saw the factory contract from the early 1970s until it finally closed in 1989 (internet source 3).
- 4.2.14 In early 2004 the central area of Brooklands, including the hard runway and parts of the remaining circuit, were sold to Daimler Chrysler UK Retail and *Mercedes-Benz World* opened in October 2006.
- 4.2.15 The Campbell Circuit, like all other parts of the surviving circuit, is in a deteriorating condition. Mercedes-Benz Retail Group UK Limited propose to protect the original track by sealing it with a historically accurate reproduction concrete surface, which will also enable it to return to low-intensity use.

5 RESULTS

5.1 Introduction

- 5.1.1 A rectified photographic survey of the Campbell Circuit at Brooklands was carried out to record the current condition of the track and provide a scaled archive image of the remaining original 1937 surface and subsequent alterations. The survey included the the Aerodrome Corner and part of the Sahara Straight (**Figure 2**).
- 5.1.2 The Brooklands Motor Racing Circuit is a unique heritage asset, a fact underlined by its status as a Scheduled Monument (SM no. 33961), as the site lay at the heart of the development of both the motor car and the aeroplane in Britain.
- 5.1.3 Over the years, however, the track has been neglected; much development in the 1970s involved the destruction of parts of the track and that which does survive has continued to be adversely affected by the weather. At the west end of the 'Aerodrome Corner', the track tapers into an area of modern tarmac (**Plate 3**).
- 5.1.4 The current recording is part of a larger plan, whose principal aim is to halt any further degradation of the Brooklands motor circuit and preserve and protect what remains. It provides a record of the Aerodrome Corner and the Sahara Straight as it exists prior to that work being undertaken.

5.2 The 1937 track

- 5.2.1 Construction of the Campbell Circuit was completed by 1937. The construction method involved pouring Portland concrete in separate bays incorporating a steel mesh. **Plate 1** shows north-south striations in the concrete where the mesh is beginning to be exposed.
- 5.2.2 Of the total recorded area (2180m²), the majority is the original concrete surface laid in 1937. The original beds of poured concrete are visible along the length of the track and the bays have been numbered (B1 to B70 on **Figures 3 to 8**). Although the original surface generally survives it varies in its condition and level of preservation. The 'Sahara Straight' is generally in a good condition, as is the south end of the 'Aerodrome Corner' (**Figures 5 to 8**), however the main curve of the 'Aerodrome Corner' is severely degraded (**Figures 3 to 6**) and sections of the supporting steel mesh are visible in some of the degraded areas. The inner side of the curve is more severely degraded than the outer side.
- 5.2.3 Despite pockets of good preservation in some areas of the recorded section of the Campbell Circuit, the overall condition of the survey area is average at best.

5.3 Later repairs

- 5.3.1 Like the main 1907 Brooklands track, the Campbell Circuit has been repaired to maintain the quality of the road surface. The use of steel reinforcements within the concrete of the 1937 track appears to have helped bind it together, however there are still areas of wear and tear. Examples of various concrete patches and repairs are visible along the length of the track and some may date to the two years of its operational life (**Figures 3 to 8**). The concrete used for the repairs generally contains

less gravel inclusions, has a smoother finish and is lighter in colour than the original concrete surface. The concrete repairs are clearly visible because they were significantly less degraded than the original surface.

- 5.3.2 The track has been covered with Tarmac at some point and thin patches still remain. These patches are mainly on the outer part of the track around the Aerodrome Corner and on the east side of the track along the Sahara Straight (**Figure 7**).
- 5.3.3 Unlike the 1907 Railway Straight which was recorded by Pre-Construct Archaeology in 2013 (Watson, 2013), this section of the Campbell Circuit did not show any evidence of secondary use during the Second World War or in the post-war period.

6 CONCLUSION

- 6.1.1 The rectified photographic survey recorded the original 3m wide beds of poured concrete along the length of the recorded track. Like the main Brooklands Motor Racing Circuit, the surface of the Campbell Circuit was susceptible to damage and needed regular repair; examples of various patches and repairs are visible along the length of the recorded track. The Aerodrome Corner was more degraded than the Sahara Straight. In particularly degraded areas, steel mesh was visible within the concrete. Thin patches of tarmac are visible overlying the concrete surface along the recorded section. No features were found in the track that relate to World War Two or post-war use.

7 ACKNOWLEDGEMENTS

- 7.1.1 Pre-Construct Archaeology Limited would like to thank Ramboll UK Limited for commissioning the work on behalf of Mercedes Benz Retail Group UK Limited. The security staff of Mercedes Benz Retail Group UK Limited are thanked for their help and co-operation. Andy Shelley, Ramboll UK Limited, is also thanked for his help and assistance.
- 7.1.2 The project was managed for Pre-Construct Archaeology Limited by Charlotte Matthews. Paul McGarrity, Deborah Koussiounelos and Kari Bower carried out the GPS survey and photographic survey, with guidance from Strepthon Duckering. Paul McGarrity wrote this report and Mark Roughley prepared the figures.

8 BIBLIOGRAPHY

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[Accessed 18/2/13](#)
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- 5: Barrage Balloon anchor: <http://canmore.rcahms.gov.uk/en/details/1065404/>; Accessed 25/3/13, and:
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- Watson, S. 2013 *Rectified Photographic Survey of the Railway Straight, Brooklands Motor Racing Circuit, Weybridge, Surrey*. PCA unpublished client report

APPENDIX 1: PHOTOGRAPHIC REGISTERS

A. Non-Rectified Digital photography

*indicates photograph used in text.

Site Name	Campbell Circuit	Site Code	SBRW12	Format	Digital
Film No	Frame No	Date	Direction of View	Scale	Comments
D3	8365	4/9/14	N	N/A	View of Track
D3	8366	4/9/14	N	N/A	View of Track
D3	8368	4/9/14	N	N/A	View of Track
D3	8369	4/9/14	N	N/A	View of Track
D3	8373	4/9/14	NW	N/A	View of Track
D3	8377	4/9/14	S	N/A	View of Track
D3	8380	4/9/14	NW	N/A	View of Track
D3	8381	4/9/14	S	N/A	View of Track

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-189647

Project details

Project name	Campbell Circuit, Brooklands
Short description of the project	A rectified photographic survey of the Campbell Circuit and a photographic record of its wider setting were carried out between 1st and 5th September 2014. The images used for the rectified survey were produced as high resolution (18.0MP) digital images (JPEG and RAW files). A selection of wider views of the track and close up details of individual features was also made using the digital format. The photographs were taken from a Mobile Elevating Work Platform (MEWP) that was extended to approximate height of 16m. The track was notionally divided into 5m squares with a ceramic survey target placed at each corner. The targets, each sequentially numbered, were then located with GPS survey equipment. A comprehensive register was maintained of all the 5m square numbers, their corresponding GPS survey target numbers and individual photographic film and frame numbers.
Project dates	Start: 01-09-2014 End: 05-09-2014
Previous/future work	Yes / Not known
Any associated project reference codes	SBRW12 - Sitecode
Type of project	Recording project
Site status	Scheduled Monument (SM)
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	RACE TRACK Modern

Project location

Country	England
Site location	SURREY ELMBRIDGE WEYBRIDGE Brooklands
Study area	2180.00 Square metres

Site coordinates TQ 06548 62787 51.3536483785 -0.469716440314 51 21 13 N
000 28 10 W Point

Project creators

Name of Organisation Pre-Construct Archaeology Limited

Project brief originator Ramboll

Project design originator Andy Shelley

Project director/manager Charlotte Matthews

Project supervisor Paul McGarrity

Type of sponsor/funding body Private company

Name of sponsor/funding body Mercedes Benz Retail Group UK

Project archives

Physical Archive recipient Brooklands Museum

Physical Contents "Metal"

Digital Archive recipient Brooklands Museum

Digital Contents "Survey"

Digital Media available "Images raster / digital photography", "Survey", "Text", "Database"

Paper Archive recipient Brooklands Museum

Paper Contents "Survey"

Paper Media "Photograph", "Plan"

available

Project

bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Rectified Photographic Survey of the Campbell Circuit, Brooklands, Weybridge, Surrey
Author(s)/Editor(s)	McGarrity, P.
Other bibliographic details	R11863
Date	2014
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	Brockley, London
Description	A4 report

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Entered on 27 September 2014



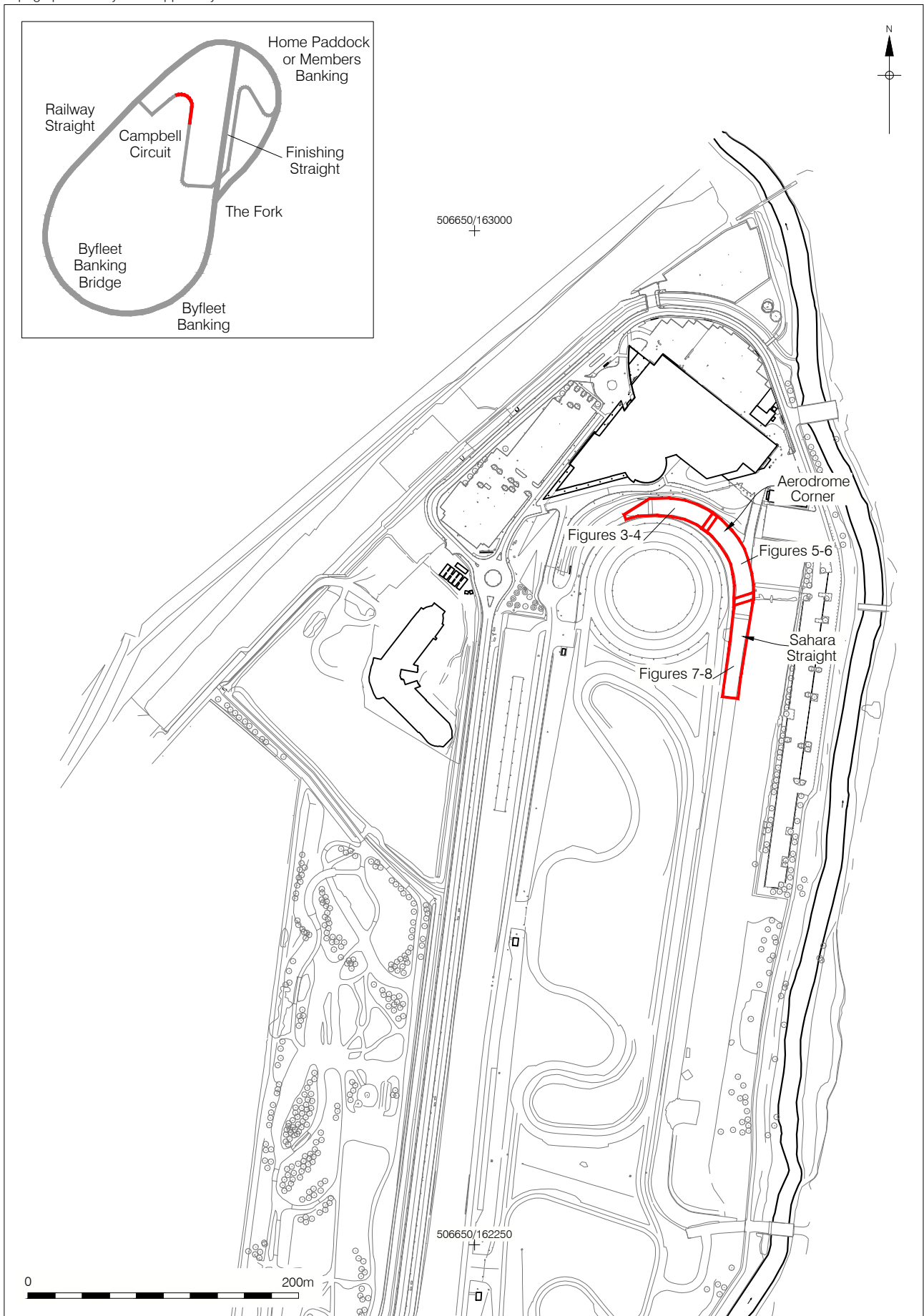
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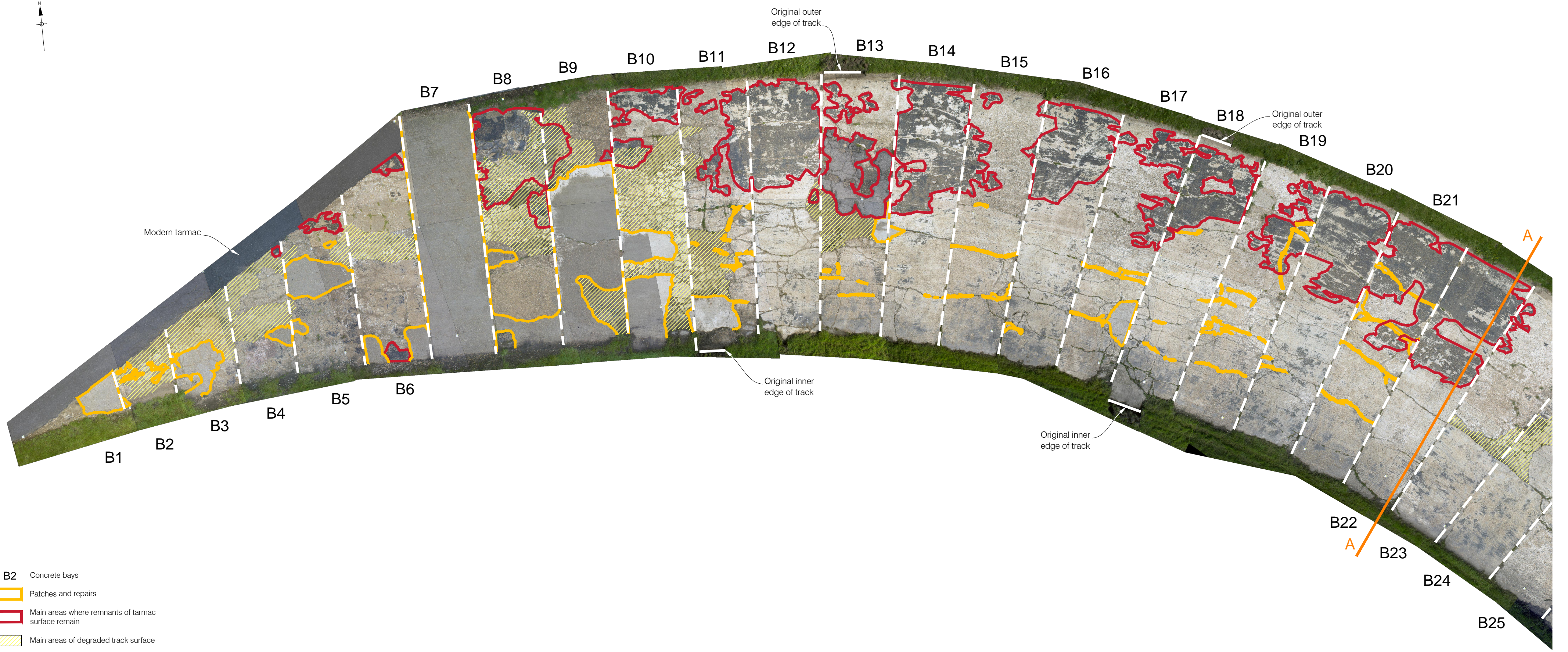
Figure 1
Site Location
1:20,000 at A4





Topographic Survey data supplied by the client



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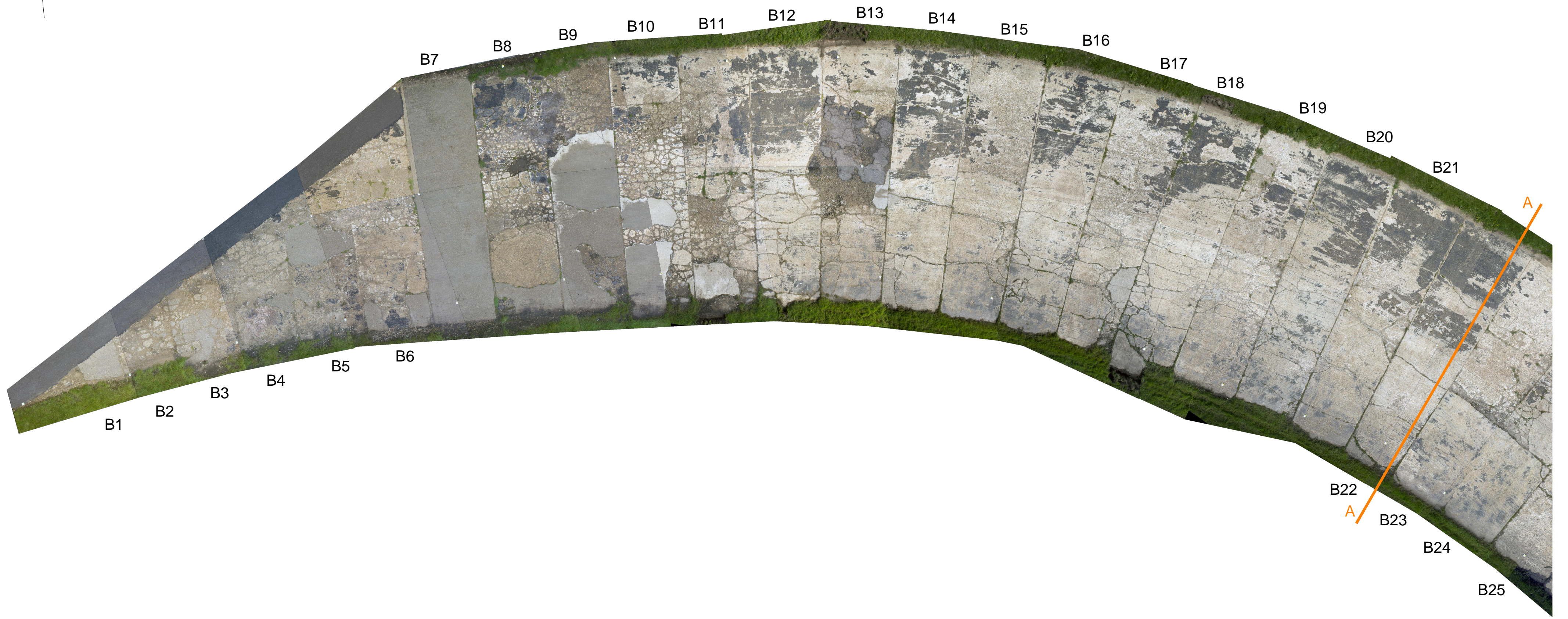
Figure 2
Detailed Site Location
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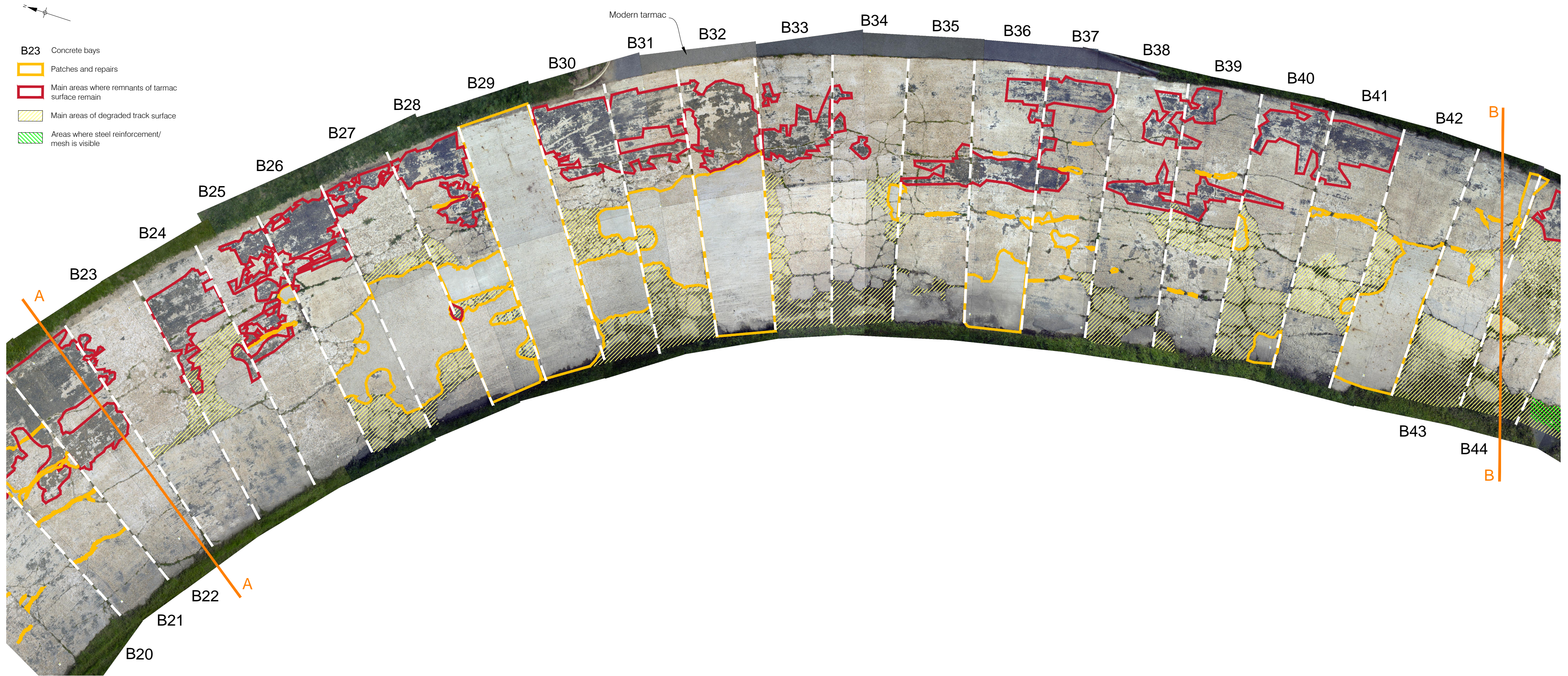


- B2** Concrete bays
-  Patches and repairs
-  Main areas where remnants of tarmac surface remain
-  Main areas of degraded track surface
-  Areas where steel reinforcement/mesh is visible

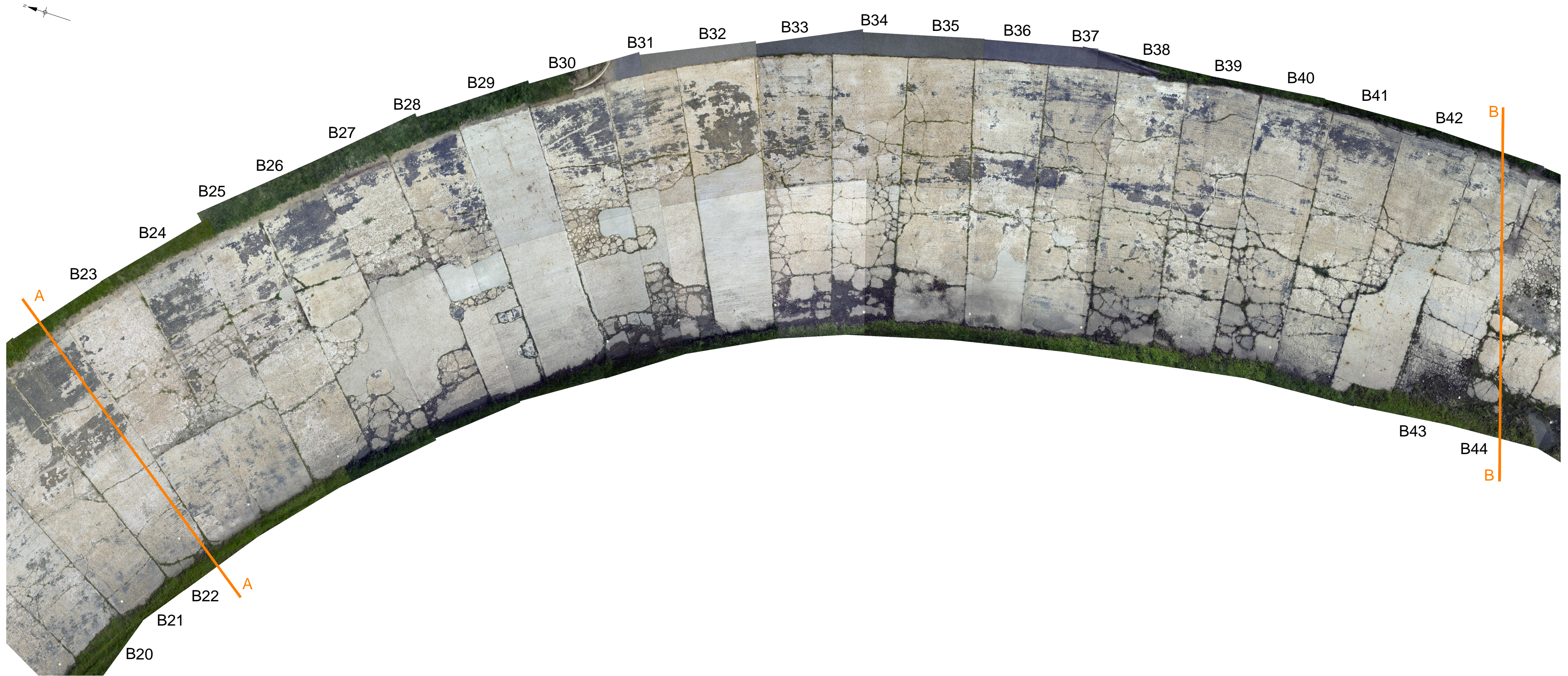
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 © Pre-Construct Archaeology Ltd 2014
 16/09/14 MR

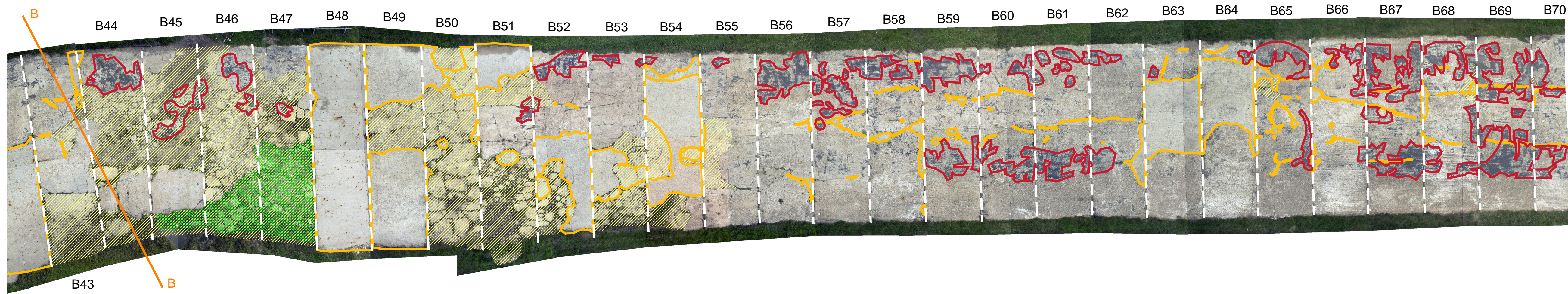
Figure 3
 Rectified photograph of the Campbell Circuit track surface with interpretation
 1:125 at A2









- B23 Concrete bays
- Patches and repairs
- Main areas where remnants of tarmac surface remain
- Main areas of degraded track surface
- Areas where steel reinforcement/mesh is visible





- B45** Concrete bays
-  Patches and repairs
-  Main areas where remnants of tarmac surface remain
-  Main areas of degraded track surface
-  Areas where steel reinforcement/mesh is visible

0 5m
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Figure 7
Rectified photograph of the Campbell Circuit track surface with interpretation
1:125 at A2

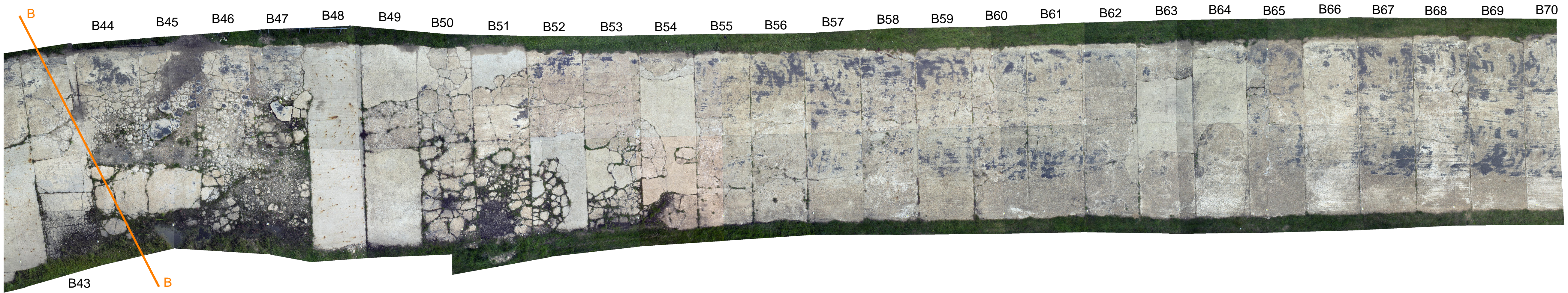




Plate 1: View from the 'Sahara Straight' looking north towards the 'Aerodrome Corner'



Plate 2: View along the 'Sahara Straight', looking south



Plate 3: 'Aerodrome Corner' with skid pan to left (west), looking north



Plate 4: Working shot, 'Aerodrome corner'



Plate 5: Working shot, 'Sahara straight'

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