

## Brooklands – History of Aviation

From the very first attempts to fly in Britain through an exceptionally varied cavalcade of aircraft, Brooklands, the famous aviation site at Weybridge in Surrey, has witnessed and realised a greater range of aeronautical technology than anywhere else in the world.



In April 1907, the Hon. Charles Rolls, later of Rolls-Royce fame, passed gently over Weybridge in his hot-air balloon and beneath him he viewed of the new Brooklands Motor Course then nearing completion. This was the World's first purpose-built motor racing circuit and was the realised dream of a wealthy local landowner, Hugh Fortescue Locke King.

A Frenchman, Bellamy was the first man to attempt flight at Brooklands, based on his study of birds' wings and it is known that crows, jays, rooks and pigeons were collected for him by Hugh Locke King's gamekeeper, Mr. Boxall, in return for a 'drop of whisky'.

Possibly Monsieur Bellamy had been tempted by the challenge of the Brooklands Automobile Racing Club Committee which in December 1906 announced that the first person to fly round the Track before the end of 1907 would win a grand prize of £2,500.

Although no-one managed to beat this deadline, A.V. Roe came closest. The offer of the prize had attracted him to Brooklands in 1907 to build his own aeroplane shed and assemble his No. 1 biplane scaled up from a prize-winning model.

The following year on June the 8th after many difficulties and living on a diet of kippers and dates, Roe and his fragile aeroplane with its 24hp engine briefly took to the air for the first time - and he became the first Englishman to fly in a powered aeroplane of his own design.

In 1909, wealthy newspaper proprietor and aviation promoter George Holt-Thomas encouraged Hugh Locke King and Clerk of the Course Major Lindsay Lloyd to create one of Britain's first aerodromes in the middle of the Track

Soon, other pioneers and the first aircraft companies arrived - in February 1910, the British and Colonial Aircraft Company, later renamed The Bristol Aeroplane Company, took premises at Brooklands and offered flying lessons.

The pioneer who was to leave the greatest and most enduring mark on Brooklands and on British aviation as a whole, was Thomas Sopwith, a wealthy young man determined to teach himself to fly. This he achieved by the end of 1910, but not without mishap - however with relatively low flying speeds involved, as he later recalled "you could do quite a lot of crashing without hurting anybody at all".



He later had premises in the new Flying Village at Brooklands. This was a group of wooden sheds housing a growing community of sportsmen and aircraft designers. They were immortalised in the memorable 1960s film 'Those Magnificent Men in their Flying Machines' which was based around an event held at Brooklands in July 1911 - The Daily Mail Circuit of Britain Air Race - one of the greatest British aeronautical events of those years

The Brooklands Flying Village at was populated by most of the greatest pioneers of British aviation before the start of World War 1 and witnessed an impressive range of aviation firsts.



Hilda Hewlett became the first woman to gain her pilot's licence at Brooklands in 1910. In 1911 the world's first flight ticket office was built at Brooklands close to the Blue Bird Restaurant. This consisted of a simple brick hut operated by Keith Prowse Ltd up to World War 1. Here passenger flights in biplanes around Brooklands cost about a pound.

Other important visiting pioneers were Claude Grahame-White, Gustav Hamel, Louis Bleriot - and also H.P. Martin and George Handasyde who together formed the Martinsyde Aircraft Company. Adolph Pegoud became the first man to loop-the-loop at Brooklands - this was also the first aerobatic display in Britain.

The new Sopwith Aviation Company was formed in late 1912 with flight sheds at Brooklands and offices and additional premises in an old roller-skating rink in nearby Kingston upon Thames. Harry Hawker became the Sopwith Company's test pilot replacing Tom Sopwith himself and at the same time became Sopwith's most devoted colleague.



In April 1914, Sopwith entered a Brooklands-built Sopwith Tabloid biplane - the prototype of all future single seater fighters - in the Schneider Trophy Sea Plane Contest held at Monaco and won at over 86 mph.

The Vickers name was to hold centre stage at Brooklands through an outstanding five decade progression of famous aircraft until it became the Weybridge division of the British Aircraft Corporation and ultimately a major part of British Aerospace.

By August 1914, with the declaration of war on Germany, the 'days of ease and innocence' ended. Brooklands and all its services including the race track were taken over by the war office and a Military Flying School was formed which employed instructors and aeroplanes from many of the existing schools.

In 1915 Vickers started aircraft manufacturing at Brooklands, taking over the 'Itala Motor Works' which had premises on the edge of the Track.

The first aircraft type built by Vickers at Brooklands was the BE2c biplane, 75 being made from 1915-1916 for £975 each. 5 FE8 biplanes were also built in 1916 followed by 1,650 Royal Aircraft Factory SE5A fighters particularly designed to combat the German Zeppelin threat. The former Itala Works were progressively extended by Vickers for military contracts and with the increased demand for labour, women moved in to replace the men who had been called away to serve in the war.

The first true Vickers fighter to go into production at Brooklands was the Gunbus, the world's first aircraft specifically designed to mount a machine gun. This was followed by the twin-engined Vimy designed as a long-range bomber; the war ended before the Vimy had a chance to enter operational service, although the type soon made its name in pioneering long distance flights across the world.

When peace came, aircraft production was cut off almost overnight and factory workers, now mostly men, had to turn their hands to manufacturing other products, for example Bleriot and Sopwith made light cars and motorcycles and Vickers were producing such diverse products as perambulators, fishing-rod cases and brick-making machinery. Harry Hawker also became a familiar sight on the Brooklands Race Track which re-opened in 1920 for a new season of motor racing.

Over the next 20 years up to the outbreak of World War Two, the Vickers factory at Brooklands produced a broad range of military and civil aircraft types including the Vixen, first flown in 1923 and the Vespa, built in 1925 and which later set a new world height record of 43,976 feet in 1932.

Vickers survived in the aviation business through innovation and good management and despite the economic depression and lack of major orders for Britain's small peacetime air force and fledgling airline industry, the company came to specialise in large biplane bombers and transports for the RAF including the Virginia, Victoria and Valentia.

The most notable aircraft to which Barnes Wallis later applied geodetic construction was the Wellington which played such an important part in World War Two.

Parallel to Vickers re-establishing itself in the aircraft business after World War One, Sopwith Aviation was restructured in 1920 at Kingston and Brooklands when Tom Sopwith was forced to liquidate his original company only to re-form as the H.G. Hawker Engineering Company to re-condition war-surplus aircraft with Tom Sopwith himself as engineering director. Sadly, Harry Hawker - Sopwith's great friend, valued colleague and skilled pilot was killed on 12th July 1921 in a flying accident at Hendon, although the Hawker name has carried on in aviation ever since.

Numerous Hawker aircraft types produced and test flown at Brooklands in the interwar years include the classic high speed Hawker Hart bomber, first flown at Brooklands in 1928 with its Rolls-Royce engine later to be named the Kestrel. The Hart had many derivatives, namely the Demon, Osprey, Audax, Hardy, Hartbees, Hind and Hector - and the even faster single-seat Fury and Nimrod fighters. Renamed Hawker Aircraft Limited, the company subsequently became a specialist producer of military fighter aircraft, all through the work of Chief Designer Sydney Camm, who had joined Hawker from the defunct Martinsyde company in 1923. He was another example of Sopwith's remarkable skill as a 'picker of men' and he became one of the world's best military aircraft designers.



In 1934 Tom Sopwith established the Hawker Siddeley Aircraft Company. This significant new group of companies was to produce the majority of British fighter aircraft in the 20th century - most notably the Hurricane fighter which played a decisive role in winning the Battle of Britain in 1940.

In the 1930s, Brooklands Aerodrome was a regular venue for aviation events with air races, flying displays, dawn patrols and open days staged. The 11th Kings Cup Air Race started and finished at Brooklands in July 1932 and a successful Civil Air Display was held in May by the Guild of Air Pilots and Air Navigators.

But the fun came to an abrupt end at Brooklands in September 1939 with the declaration of war between Britain and Germany. On August Bank Holiday Monday the last ever motor race meeting had taken place on the famous track and later in the month the final Brooklands Flying Club event was held before all civil flying ceased. Everything was subordinated to the priorities of wartime aircraft production.



The first 'true' Wellington appeared 18 months later as the Wellington Mk1 which had seen many alterations from the prototype to meet Air Ministry requirements. To cope with the demand for government orders for the Wellington, Vickers expanded the factory at Brooklands for mass production and to accommodate a larger workforce which

would soon include women too.

Of the 11,461 Wellingtons built by Vickers by 1945, 2,515 were built at Brooklands. The Wellington was Britain's most numerous and successful twin-engined bomber of World War 2 - it served in virtually every command of the RAF. There were 23 different versions in total and all were developed and test flown at Brooklands.

Barnes Wallis' work on 'earthquake' bombs was successfully developed into the 12,000lb 'Tallboy' and 22,000lb 'Grand Slam' bombs. These were the largest bombs used in the war and were designed to be dropped from Avro Lancasters and to penetrate deep into the ground before exploding. They were successfully used in the last two years of the war on railway tunnels, viaducts and submarine pens and the 'Tallboy' was instrumental in sinking the 'Tirpitz' battleship.

In the 1950s, following on from the success of the Viscount, Vickers-Armstrongs' next civil airliner was on the drawing boards in their enlarged design office at Brooklands. This was the Vanguard, powered by four Rolls-Royce Tyne turbo-props. It was first flown from Brooklands on a wet afternoon on January the 20th 1959 by Chief Test Pilot Jock Bryce and co-pilot Brian Trubshaw and the type first entered service with BEA in 1961 on its European routes and later with Trans-Canada Airlines. Larger than the Viscount, 44 Vanguards were built at Brooklands and some of these were later adapted for transporting freight and renamed the Merchantman.



In the 1960s Brooklands entered the commercial pure jet-age with the introduction of Sir George Edwards' design team's Vickers VC10. This four-engined long-range passenger transport was the largest airliner ever produced in quantity in the UK and required the construction at Brooklands and Wisley of vast new aircraft assembly hangars. Powered by Rolls-Royce Conway engines mounted at the rear beneath a distinctive T-shaped tail, the VC10 airframe also incorporated the very latest manufacturing techniques including the milling of skin panels from solid metal billets. Significantly computers were widely used by Vickers at Brooklands in the design and construction process from the early 1950s.

The first flight of the prototype VC10 was made at Brooklands on the 29th June 1962 crewed by Jock Bryce, Brian Trubshaw and Flight Engineer Bill Cairns. The whole factory workforce turned out to witness this impressive event and all 53 production VC10s were subsequently flown out of Brooklands for completion and test flying at Wisley.



Plans were already being advanced for a new exciting collaborative project - the Concorde supersonic transport. Developed and funded jointly by Britain and France, the Concorde programme began with the first meeting between BAC and Sud-Aviation in Britain being held in Sir George Edwards' office at Brooklands in July 1961.

Although a number of factories in Britain and France were

involved in its manufacture, together with many subcontractors, more of Concorde was actually designed and manufactured at Brooklands than at any other site.

This manufacturing work was the major project at Brooklands into the mid-1970s and Concorde then entered commercial service with British Airways and Air France on January the 21st 1976, shortly after Sir George Edwards retired from the Chairmanship of BAC. Until its withdrawal from service in 2003, Concorde remained an icon, a unique aircraft that regularly saluted Brooklands by flying overhead.

## Brooklands – History of Motorsport

For three decades this famous racing track, placed like a giant footprint in the Surrey countryside, just 20 miles south west of London, was the centre of British Motor Sport. The two and half mile circuit with its two massive concrete bankings was the very epitome of speed and captured the imagination of the period. What happened at Brooklands was news and the drivers that raced there became household names.

In the summer of 1906 at a dinner party with some influential friends in the motoring world, Hugh Locke King found that he had volunteered to build, at his own expense and on his own land, the world's first purpose-built motor-racing track.

Locke King was himself a keen motoring enthusiast and had been to see a big international motor race on the continent and was very disappointed that there were no British competitors. He was told that Britain stood no chance in trials and competitions because there was nowhere in this country that British cars could be tested or raced.

As soon as the design of the track was entrusted to Colonel H.C.L. Holden of the Royal Artillery, the original plans began to grow beyond Locke King's wildest expectations. Far from the idea of a simple road circuit, Locke King was persuaded that, in order for cars to achieve the highest possible speeds, with the greatest possible safety, the 2¾ mile circuit would need to be provided with two huge banked sections nearly 30 ft. high. The track would be 100 ft. wide, hard-surfaced and include two long straights, one running for half a mile beside the London to Southampton Railway, and an additional 'Finishing Straight' passing the Paddock and enclosures, bringing the total length of the track to 3¼ miles.



Because Brooklands was the world's first purpose-built motor-racing circuit there were no previous examples to follow. To begin with, many of the rules and procedures were based on horse racing in order to try and attract a ready made audience to this new and somewhat curious sporting venue.

In addition to the unique banked curves, features of the new motor course included the distinctive green-domed Clubhouse complete with a weighbridge for cars and changing rooms for competitors.

On the 17th June 1907 after just nine months of work the still unfinished Brooklands Motor Course was opened - this outstanding feat of engineering having eventually cost Hugh Locke King a personal fortune of £150,000, a price equal to millions of pounds today.

The first official race, on 6th July 1907, was heralded by the motoring press as a 'Motor Ascot'.

But before the first race was even run, Brooklands was the venue for a dramatic speed record attempt. A few days after the ceremonial opening of the Motor Course in June 1907, the motor-racing pioneer, Selwyn Francis Edge, used the Track for establishing a 24 hour record.



With hundreds of roadside lanterns to mark the inner edge of the Track and bright flares to illuminate the rim Edge drove his green six-cylinder Napier for the whole 24 hours covering 1,581 miles at an average speed of almost 66 miles an hour. Supported by two other Napiers on the run, Edge established a record which stood for 17 years.

However on the morning of 15th February 1913, in front of a large crowd of press and public, the small but courageous Brooklands racing driver, Percy Lambert, achieved 103.84 mph.

Tragically, while trying to improve his own record a few months later, after promising his fiancée that he would attempt no more, he crashed and was killed on the Track. Many still say his ghost regularly walks at Brooklands in full racing attire.

The First World War (1914-18) brought permanent change to Brooklands in many ways.

Motor Racing was discontinued for the duration of the war but the solid tyres of military lorries played havoc with the Track, and it was not until 1920 that Locke King had cleaned up sufficiently to enable the BARC to take over once again.



Brooklands started to liven up in 1921, the same year as the first of the Junior Car Club's famous 200 mile races. Pre-war driver, Malcolm Campbell, returned to the scene from Army service as a Captain and the race was a huge success. The winner was another star driver, Major Henry Segrave.

In August 1926 the RAC organised the first-ever British Grand Prix constructing sand chicanes and a somewhat hazardous bridge across the Finishing Straight. The same features were utilised for the Junior Car Club 200 mile race later that year. Once again, the race was won by Major Henry Segrave in a Talbot.

The same year Hugh Locke King died but Ethel, now a Dame of the British Empire in honour of her work in the Red Cross during the war, continued active management of the Brooklands Estate. She also regularly attended Race meetings.

The last Land Speed Record achieved at Brooklands was when Kenelm Lee Guinness, a member of the famous brewing family, drove the 350hp single seater Sunbeam at a two-way average speed of 135.75mph. This car, powered by a V12 Sunbeam 'Manitou' aero engine was soon after acquired by Malcolm Campbell and became his first 'Blue Bird' Land Speed Record Car.



Count Louis Zborowski was one of the great personalities of Brooklands and raced a series of monstrous cars on the Outer Circuit, including the legendary Chitty Bang Bangs, in the early 1920s.

Based in their Brooklands workshops, Thomson & Taylor went on to design and build several Land Speed Record cars including three of Malcolm Campbell's Blue Birds. It was Campbell that called in Reid Railton to re-design the chassis and transmission of his

1931 Napier engined Blue Bird. The body shape resulted from testing in the Vickers aircraft factory's Wind Tunnel at Brooklands supervised by R.K. Pierson, Vickers' Chief Designer, as he had with Campbell's first scientifically streamlined Blue Bird in 1928.

In 1933 Thomson & Taylor made more major changes to accommodate a supercharged Rolls Royce 'R' type 36½ litre V12 engine giving 2,500 brake horse power.

Campbell's ultimate Land Speed Record car was the 1935 Blue Bird using the same engine but a new chassis designed and built by Thomson & Taylor at Brooklands. The body was built in the Paddock shed once used by Malcolm Campbell as his showroom. In this car Campbell took his eighth and final Land Speed Record on the 3rd September, 1935 on Bonneville Salt Flats and achieved his longed for target, averaging 301.13mph.

By the end of the 1930s Brooklands was dominating the Land Speed Record in every way with the exception of actually being the venue itself.

Another Land Speed Record Car simply called 'The Railton' was a technological masterpiece designed by Reid Railton and built at Thomson & Taylor's Brooklands workshops. It was commissioned and driven by the Brooklands ace, John Rhodes Cobb, who took the Land Speed Record in it in 1938, 1939 and again in 1947 when he became the first man to exceed 400 mph on land.

The Outer Circuit Record was the most prestigious. In 1930, The Daily Herald put up a trophy for the fastest driver round the track. Up to 1935, this trophy was won by just 4 drivers, Kaye Don, the first winner, battled with Tim Birkin to achieve 137.58mph in his Sunbeam 'Tiger'. In 1932, Tim Birkin took the record to 137.96mph in his famous red blower Bentley.

It was, however, John Cobb who finally took the record to 143.44 mph in his Napier Railton. Regarded as the ultimate Brooklands Racing Car, it was designed and built by Thomson & Taylor in their premises in the Brooklands Aero Village. It is seen here outside their workshops being test driven for the first time in 1933. Powered by a 24 litre Napier Lion engine, the car's Outer Circuit record remained unbeaten when racing and record breaking finished at Brooklands in 1939.

## **Motorcycle Racing**

### **BMCRC**

Motorcycle racing started at Brooklands in 1908 and the British Motorcycle Racing Club - known as 'Bemsee' from its initials - was founded in 1909. Sidecar outfits joined the solo machines for racing and record breaking from 1912.

The attendance at Brooklands motorcycle events was always quite small, being mostly knowledgeable enthusiasts, and lacking the 'Society' element of the car racing crowd. However, an established pattern of race meetings emerged and as speeds rose and the reliability of machines improved races were held over greater distances.

Two motorcycle events were held on the Track during the First World War, both organised by the British Motor Cycle Racing Club for men serving in the Armed Forces. One of these, was the so-called 'All Khaki' Meeting held on 7th August 1915.

Following the end of the War in 1918, Brooklands was to witness the golden age of motorcycling when the British racing motorcycle was the best and fastest in the world.

The MCC organised trials and competitions, not just for motorcycles but for sidecars and

cycle cars too at their regular meetings.

In 1933 'The Motorcycle' magazine instituted a Clubman's Day Meeting which proved an enormous success. Brooklands was the home of so many motorcycle riders. Workshops sprung up around the paddock with names of men and machines painted on the doors. Eric Fernihough, who took the Motorcycle Landspeed Record at Gyon in Hungary in 1937, had a garage by the perimeter of the track on the Byfleet Road.

Many epic motorcycle record breaking attempts took place at Brooklands during the thirties. Eric Fernihough raised the Brooklands lap record to 123.58mph in 1935 with his Brough Superior, topped in 1939 by Noel Pope at 124.51mph.

## **The BRDC**

Another Club that staged ambitious races at Brooklands was the elite British Racing Drivers Club or BRDC which was founded in 1927. Their first event was the 500 Mile Race of 1929 which was destined to become the fastest long distance race in the world. The other coveted BRDC trophy was the British Empire Trophy. Races of this calibre presented a challenge to great names such as John Cobb, Sammy Davies, 'Tim' Birkin and the Dunfee Brothers.

From 1930 races on a smaller section of the track known as the 'Mountain Circuit' were introduced by the new Clerk of the Course, Mr A Percy Bradley. This fast and furious 1¼ mile lap, providing a cross between road and track racing, was a tough course for the drivers and a stern test of acceleration, braking, and road-holding for the cars.

The Junior Car Club continued to hold races at Brooklands, and organise club days for trials and driving tests but was most famous for its big international race meetings. The Double Twelve Hour Race, came about because night time noise restrictions meant 24 hour racing was not permitted at Brooklands. The event was divided into two daylight sessions with the cars being locked up overnight. The 200 Mile Race continued to be run until 1928. The International Trophy was held every year from 1933 until 1939, for the first time large and small cars started together and raced for 250 miles - the faster the car the more severe the course as it negotiated its 100 circuits. This race attracted great names like Captain Malcolm Campbell, Kaye Don, Earl Howe and Elsie Wisdom.

## **1930s**

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 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 Racing Club were often members of the Brooklands Flying Club as well and the airfield was a lively part of the Track.

The Paddock was a busy place as popular heroes mingled with those spectators who could afford a paddock transfer pass into the 'inner sanctuary'.

Until 1933, Brooklands was unchallenged as the only motor racing circuit in mainland Britain, but in that year the track at Donington Park in Derbyshire was opened for car racing. Further competition came in 1937 with the opening of a road-racing circuit at the Crystal Palace, in South East London.

Facing up to this the BARC decided to construct a new road circuit at Brooklands, providing the maximum road racing track possible, without intruding on the Outer and Mountain Circuits, the aerodrome or the famous sewage farm!

The new circuit, designed by, and named after, Sir Malcolm Campbell zig-zagged its way across the centre of the motorcourse cleverly incorporating the old banked track. Opened in 1937 it proved popular with the increasing number of drivers who wanted to experience the thrills of this sport.

Records for the Mountain and Campbell Circuits were also highly prized and both were eventually held by Raymond Mays, famous for his involvement in the development of the English Racing Automobile, or ERA.

The ERA chassis was designed by Reid Railton and made by Thomson & Taylor at Brooklands.

Cycle races were held more frequently during the 1930s. In 1933 a 100 kilometre Championship Trial Road Race was held there, promoted by the Charlotteville Cycling Club. The event was used to select a team for the World Championships at Montlhéry. The track continued as a regular venue for cycle races throughout the 1930s. In 1939 alone 19 races were held between April and August.

### **The Motor Industry**

When Hugh Locke King had Brooklands built it was not just with racing in mind. He intended it as a testing ground for the British motor industry. Much development work was done on engine components by manufacturers.

Motoring journalists would bring the latest car models to the track for test drives and car manufacturers such as Lagonda and Ford held special public days to promote and demonstrate the available range of private and commercial vehicles.

A Ford Gymkhana held in June 1939 was the biggest event Brooklands ever saw. Crowds of 30,000 were attracted to a spectacular day of demonstrations and entertainment.

But the uncertainty of war loomed ever closer, and the BARC held its last ever meeting at Brooklands on 7th August 1939.

The Aerodrome was requisitioned by the Government and was devoted to the production of Vickers and Hawker aircraft including the Hurricane fighter plane and the Wellington Bomber.

When peace returned everyone lived in high hopes of the racing track's eventual recovery but the changes turned out to be too severe. Hangars had been erected on the Track and camouflage was used heavily in the form of tree planting and canvas houses to obscure the undesirable target shape around the Vickers factory. The government could not see their way to releasing Brooklands until 1949 and consequently the shareholders of Brooklands [Weybridge] Ltd voted in favour of selling the Track to Vickers Ltd and Brooklands motor racing became no more than memories.

Today, following the formation of the Brooklands Museum Trust in 1987 to preserve and interpret 30 acres of the most historic part of the old race track; much has already been achieved in the replacement and reconstruction of many historic buildings and features. You can once again enjoy views of the great banked track spanned by the Members' Bridge or visit the original Clubhouse now returned to the period atmosphere of its heyday. Here the Clerk of the Course's Office of the 1920s has been refurbished and the unique Ladies' Reading Room pays tribute to the fearless women who once raced at Brooklands. The 1907 Weighbridge and the Clerk of the Scales' Office have been reinstated and show how horse racing traditions were adopted by the early motor racing drivers.

The original Motoring Village which includes the Malcolm Campbell Sheds, the Shell and BP Petrol Pagodas, the ERA Shed housing the 'Fastest on Earth' Exhibition, the Cycle Exhibition and The Jackson Shed featuring The Grand Prix Exhibition has been restored to house the Museum's growing collection of historic racing cars, motorcycles and cycles.

At the foot of Test Hill stand replicas of A.V. Roe's Shed and Roe biplane just a few yards from where the originals stood in 1907.

A hangar built on the Finishing Straight in 1940 houses the Wellington bomber 'R' for 'Robert' rescued from Loch Ness in 1985 and painstakingly restored at Brooklands. Nearby are other aircraft from a collection of Vickers and Hawker types which include a Harrier jump jet.

On regular events days throughout the year the Track once again comes to life as vintage cars and motorcycles tackle the 1-in-4 gradient of the 1909 Test Hill and enjoy the thrill of a drive on a section of the famous outer circuit. Aviation events including flypasts and light aircraft fly-ins are once again regular attractions too.

As more buildings and features are restored and brought back to life so the spirit of Brooklands and the traditions of a very special place will live on.



Brooklands is situated off the B374, just a few minutes from Junction 10 of the M25 and the A3 London to Portsmouth trunk road. Leave the A3 at the Painshill junction (A245) and follow the brown 'Brooklands Museum' signs. The nearest railway station is Weybridge (less than a mile away) and is on the Woking and Waterloo line.

### **Brooklands Museum Trust Limited**

Brooklands Road, Weybridge,  
Surrey KT13 0QN

Tel: 01932 857381 Fax: 01932 855465

Email: [info@brooklandsmuseum.com](mailto:info@brooklandsmuseum.com)

© 2002 Brooklands Museum Trust Ltd