

## Goldenrod: America's iconic Land Speed Record holder—the legend and its restoration

The Goldenrod was thrust like a gleaming golden spear into the heart of the record books with its Land Speed Record of 409.277 mph. But it didn't stop there. This remarkable craft had the first 400 mph wheel-driven record set at the Bonneville Salt Flats; the first 400 mph record with automotive engine power; the first 400 mph record with a multi-engine car; the first 400 mph record with an unsupercharged car; the first 425 mph run at Bonneville (425.99 mph one way); and holds the longest-standing record in land speed racing history—45 years. Bob and Bill Summers, along with crew chief James Crosby, are the American hot rodders who recaptured the land speed record in 1965 and held it for so long.

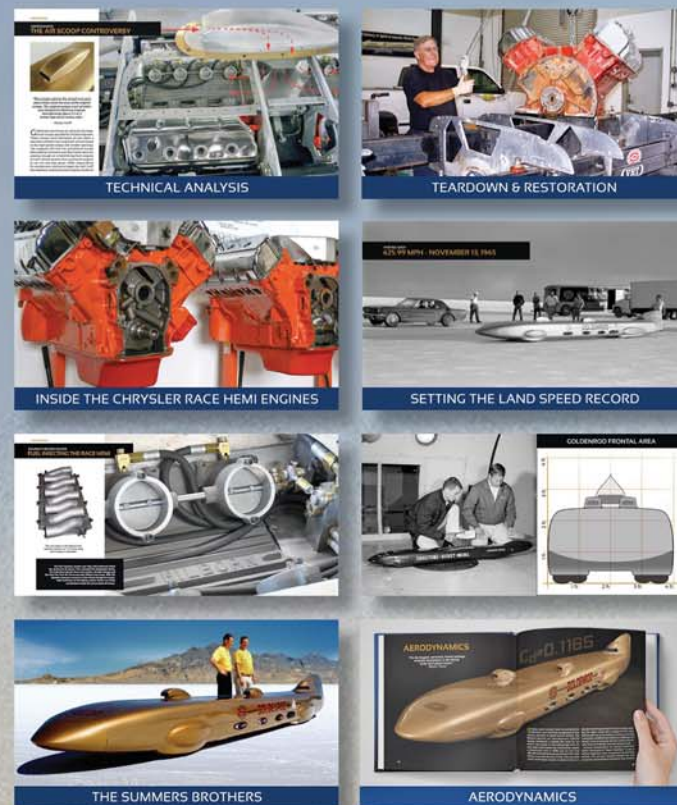
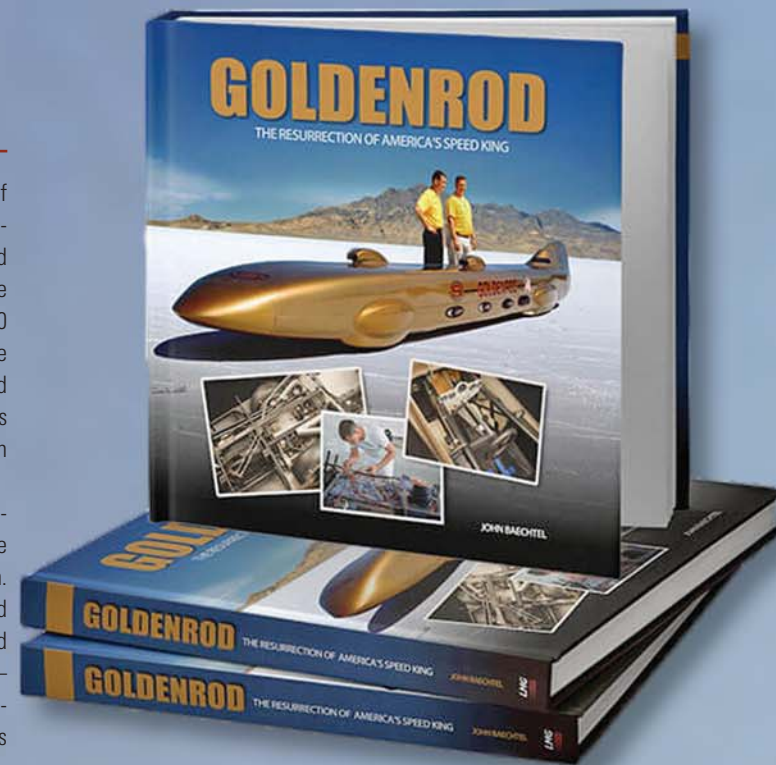
In 2006, John Baechtel, Mike Cook and a dedicated team of volunteers restored the Summers brothers' Goldenrod to its former glory as the centerpiece of the motorsports display at The Henry Ford Museum in Dearborn, Michigan.

After forty years of neglect, the Goldenrod was completely disassembled and rebuilt to essentially the same condition it was in after the 1965 record runs. It took nearly two years—and numerous volunteers and contributors—to bring the car back to original condition. During the teardown and subsequent restoration, an extensive photo record detailing all of the Goldenrod's amazing technical features was established.

Veteran author and 200 MPH Club member John Baechtel has written a full-color, photo-rich book on the detailed history and restoration of the car. It includes rare family photos, original plans and blueprints, Walter Korff's complete aerodynamic development report, a special section on the modified Chrysler Race Hemi engines, the air scoop controversy, a detailed timeline of the record attempt, and full coverage of how the car was later resurrected from ruin to assure the brothers' well deserved place in land speed racing history. No effort has been spared to produce this hardbound collector's quality account of the Goldenrod and the Summers brothers' stunning achievement.

Events surrounding the multiple trips to Bonneville to attack the record are fully chronicled in the book. Parts failures and problems plagued the effort, but the brothers never gave up. Chrysler engineers developed special components for their all new 1964 Race Hemi engines to adapt them for the Bonneville application. The book includes all the engine details, with commentary from the original engineers who built and developed the engines. Aerodynamic designer Walter Korff kept detailed records of the Goldenrod's aerodynamic design elements. His full reports and wind tunnel analysis records are included. Korff's notes provide detailed insight into the aerodynamic development of the Goldenrod's sleek body.

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## Karl Ludvigsen honored by Society of Automotive Historians for *Reid Railton: Man of Speed*

Karl Ludvigsen's book, *Reid Railton: Man of Speed* recently won the coveted Nicholas-Joseph Cugnot Award (English) for 2019. Presented by the Society of Automotive Historians in the United States, this award is made each year to the book that best advances an understanding of the history of the automobile.

The book now holds six major awards: Specialist Motoring Book of the Year (Royal Automobile Club, UK, 2018); Mercedes-Benz Montagu of Beaulieu Trophy (Guild of Motoring Writers, UK, 2018); Michael Sedgwick Award (Society of Automotive Historians in Britain, UK, 2018); Best Automotive Heritage Book (Automotive Heritage Awards, US, 2019); Nicolas-Joseph Cugnot Award (English) (Society of Automotive Historians, US, 2019); and Thomas McKean Memorial Cup (Antique Automobile Club of America, US, 2019).

Supported by Railton's daughter Sally Railton Joslin, *Reid Railton: Man of Speed* is the first book dedicated to the life and career of Reid Antony Railton, automotive engineer par excellence and creator of an extraordinary range of cars. He rose to renown during the 1930s as chief engineer at Thomson & Taylor, Brooklands-based racing car builders. There, he realized the dreams of that era's top men of speed, including Tim Birkin, Malcolm Campbell, Whitney Straight, John Cobb, Raymond Mays and Goldie Gardner. His great cars powered them all to sensational racing and record-breaking success.

Railton's achievements include design and building Blue Bird cars for land speed records by Sir Malcolm Campbell, smashing the 300 mph barrier in 1935; chassis and suspension for the celebrated ERA, working with Raymond Mays and Peter Berthon; the great Napier-Railton, with which John Cobb achieved the fastest-ever lap at Brooklands in 1935 and set many long-distance records at Bonneville; John Cobb's land-speed record challenger, taking the record at Bonneville in 1947 with 394.2mph, which remained unbroken for 16 years; records in numerous classes with Goldie Gardner's Railton-revised MG EX.135 either side of the war; two successful record-breaking boats for Sir Malcolm Campbell and Crusader for John Cobb, who exceeded 200 mph on Loch Ness in 1952 moments before crashing fatally; with Parry Thomas the Leyland Eight supercar of 1920–23; his own Arabs of 1925–27; road-going Railtons from 1933; a decade of top-level consulting for America's Hudson Motor Company; and in WW2 working with America's Hall-Scott on high-powered engines for Britain's fast patrol boats.

Published by Evro Publishing in April 2018, this magisterial two-volume work by one of the world's foremost automotive historians tells Reid Railton's personal and professional story in superb detail and fascinating depth. Set against the turbulent background of the 1930s and 1940s, its special focus is on Ludvigsen's interpretation of Reid's unique insights—amounting to genius—and technical accomplishments. All are illuminated in 1,000 images in this superbly designed and beautifully produced book.

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