

Historic Hill Climber

The Ted Rounds MGA

One of my favorite shows is History Detectives on PBS. So when I get an opportunity to assist someone with research I get excited. I was contacted by Michael Eaton. He explained that he was the current owner of an MGA that was once owned by Ted Rounds and was raced at Giant's Despair in 1959. Enjoy the history of this great car:



The MGA was prepared by Inskip Motors, NYC (with Factory assistance) for the 1957 Sebring 12-hour race. The car finished the entire 12-hour race and placed second in class. Additionally, all three MGAs that entered finished to capture the coveted Team Prize for 1957. The car was driven in the race by David Ash and Gus Ehrman. David Ash was widely known as "Mr. MG" for his involvement in racing MGs and in signing up MG dealers up and down the East Coast. Gus Ehrman also had a distinguished MG

career in both racing and later as an executive for Hambro.

After Sebring, the car had a brief SCCA career at the hands of Ted Rounds. Mr. Rounds drove the car throughout the 1959 SCCA racing season at events such as Watkins Glen, Lime Rock, and Giant's Despair. At the Giant's Despair races, Mr. Rounds and the car took first in class in the hill climb event and the following day another first in class at the road race! After the 1959 season, the car was sold to a friend of Mr. Rounds and was never raced again.

The car was eventually purchased in 1975 by noted MG collector Jerry Goguen and was displayed at his Westminister MG Museum in Vermont. My father and I purchased the car from Mr. Goguen when we learned he was liquidating his collection. After years of hard use racing and later years of inactivity in the museum, the car is in need of a total restoration. We have chosen John Tokar and Vintage Restorations LTD to perform the restoration. We have known John for a number of years and we are well acquainted with the quality of the work performed in his shop. I hope you will enjoy watching the progress of the restoration of this Sebring MGA as we bring it back to its Sebring specification.

The known modifications to the car for Sebring include the following:

- Factory works "EX" designation motor
- Extra Andrex shock absorbers on front suspension
- Early style LeMans type ducted oil cooler
- Close Ratio Transmission
- 4.55 rear end
- Dual headed fuel pump
- Large capacity fuel tank with lockable quick release filler
- Cut down windscreen
- Push button starter and added Panic light
- 7" dual Flamethrower lamps
- Added side and rear lamps for identification
- Bonnet Strap

Visit WWW.BARCBOYS.com for more info & great pixs.
WWW.vintagerestorationsltd.com



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2009 PHA schedule

Giant's Despair

Hillclimb:

July 11 - 12

Rose Valley Hillclimb:

cancelled

Polish Mountain Hill-climb:

August 8 - 9

Duryea Hillclimb: August 22 -23

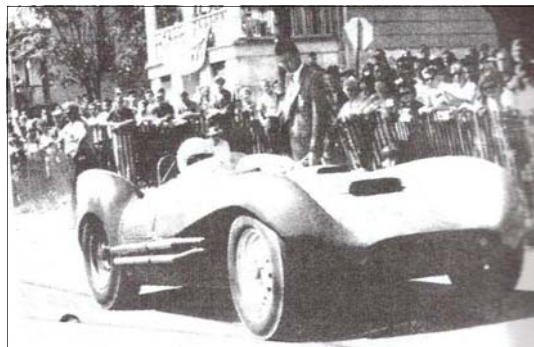
Fall Jefferson Time Trial:

September 5 - 6

Fall Weatherly Hillclimb

September 19-20

PHOTO ID'S!!!



The only response we got back from last issue's unknowns came in believing this could be the Lotus—Buick of Bud Faust....what do you think????

In this issue...we'll try a few more:

2



1



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OTHER ARCHIVE HAPPENINGS:

As many of you know...my wife and I moved in March and we have been quite busy. Soon things will be in order once again and a portion of our basement will be dedicated to PHA archives with an area displaying artifacts. If you happen to have or see display cases for sale in your area...shoot me a line.

I'm currently working on an article & photos for the 2009 Duryea program. The date for Duryea is; August 22-23. I have also supplied data for the 2009 Giant's Despair T-shirt...which will list all of GD's FTD winners over the years. It should make for a really cool shirt. We had some missing info but working with Darryl Danko & Oscar Koveleski we finally feel comfortable that the list is accurate. In researching the FTD's of Giant's I had come across an interesting story concerning the 1957 event. Where a Dr. Louis Winkler was awarded the Hollenbeck trophy for being the fastest at the event, even running a faster time than Carroll Shelby record from the year before...but was not given credit for breaking the record. I've read that the accuracy of the timers were in question. Read more about the "Kings of Giant's Despair" on the PHA forums. WWW.PAHILLCLIMB.ORG

Speaking of timers...Larry Long donated the old Williamsport Sports & Touring Club's timer & triggers. It will make a great display piece and an excellent prop when I'm out doing presentations. Photo to come!!

Also....upcoming presentations include July 30th Shop Nite at Dave Smith's I'm scheduled to present the History of the Fleetwood Hill Climb and roundtable discussion. On October 5th I will be presenting the History of the Hershey Hill Climb for the South Hanover

Recent Acquisitions:

I recently, well prior to my move, a large stash of hill climb & other racing related dash plaques and patches. Only a portion is pictured below.



So....who were they?!? Only one person was ID'd from our last issue. It seems Mr. Ron Light was easy to pick out! He was the lower right corner. The rest included, from top left corner; Larry Long, Frank Troxell, Dan Lipperini, Norma Oswald & Alvey Ford. Try these three!!



PHA TURNS 50

The PHA turns 50 years old this year and the hopes are to have a gathering of PHA veterans. I'm currently in contact with John Brandt Jr. who has offered to host the event at his home. Details are yet to be ironed out...but we are looking at a September or October date. There will be certainly more information to come...stay tuned. In the meantime...if you have contact information for anyone else that may not be in the network that is developing...please forward information to them or send me contact info to me.



Can you recognize this old hill climb course???. These photos were taken by Mel Horn as he snapped some of PHA's old favorites as they look now. Here is one hint.....this hill was run for 6 years