



# ***NHHAC NEWS***

**The Newsletter of the  
North Hills Historic Auto Club**



Volume 51 Issue 07

**JULY 2020**

## **PRESIDENT'S MESSAGE**

What a fantastic turnout for the June meeting at the Mars Train Station! The parking lot was full of old cars and it was great to see so many members at the meeting. Thanks to Jan Smith and Al Zamba for opening the museum. Amazing what an all-volunteer group of folks can accomplish! Thanks to Jack Swaney for the ice cream treats.

Please welcome new members in attendance Frank and Susan Colonello, who arrived in their lovely 66 Ford Fairlane convertible, and Dwayne Johnson who is restoring the 1984 Ford pickup truck that his mother bought new. Nice to meet you!

Next meeting is July 14 at 7 p.m. at the Mars Train Station. Hope we have another great turnout.

Due to the continuing Covid-19 conditions, my family is postponing the celebration of life gathering for Bill Swaney that was scheduled for July 25.

Stay safe. Stay sane. Stay healthy.

MJ



*Thank you to Jen Barker for Meeting Photos*

*Happy 4th of July!*

# NHHAC Minutes June 9, 2020

Meeting called to order by President Mary Jo Phillips and followed with the pledge of allegiance.

Introduction of New Members

Application from Frank and Susan Colonello

Application from Dwayne Johnston

Both in attendance

Minutes of the March 2020 meeting

No corrections or additions

Motion to accept by Jennie Barker      Second by Antoinette Quinn

Treasurer's Report by Jack Swaney

The club has money

Motion to accept by Jackie Sheerer      Second by Ken Barker

Wellness Report by Jackie Sheerer

Anne Cutuli is home from the hospital and doing well

Old Business

July 25 Bill Swaney Life Celebration 2- 5 p.m. at Mars Train Station has been cancelled due to Covid-19 concerns

New Business

Tour updates? Depending on Covid-19 restrictions. Steve Illsley planning on August lunch tours the 1st and 3rd Thursday of the month

Pat Santillo talked about his tour of Jay Leno's garage

Daryl Elliott will talk about Jeep History next month

Jan and Bonnie Smith have scheduled the picnic for September 13 at the same location as previous years

Motion to adjourn by Warren Smith

Minutes submitted by Mary Jo Phillips, filling in until a club secretary is found.

## UPCOMING EVENTS

**Women's lunch and Men's breakfast temporarily suspended**

**July 14 (Tuesday) Monthly Meeting; 7:00 pm, Mars Train Station**

**August 11 (Tuesday) Monthly Meeting; 7:00 pm, Mars Train Station**

**September 13 (Sunday) Annual Picnic**

**OFFICERS AND DIRECTORS**

**President**

Mary Jo Phillips (724) 316-8809  
maryjo4458@yahoo.com

**Vice President**

Ken Barker (412) 486-2767

**Treasurer**

Jack Swaney (724) 272-9405

**Secretary**

Position Open

**Directors**

Steve Illsley, Past President  
Jean Nelson King, Term 2020  
Rich King, Term 2021  
Jackie Sheerer, Term 2022  
Jan Smith, Term 2023

**APPOINTIVE POSITIONS**

**Flea Market Chair**

Daryl Elliott (412) 600-9580  
elliottdj50@gmail.com

**Newsletter Editor**

Cindy Cook  
nhhacnews@yahoo.com

**Merchandise Director**

Diane Otto (412) 821-2473  
dotto1208@aol.com  
Steve Illsley (724) 553-8386

**Webmaster**

Jennie Barker  
jennieandken@yahoo.com

**Email Information List**

If you want to be included on the email list that informs members of cancellations, member illnesses and similar events between newsletters, send a note to Cindy Cook at [nhhacnews@yahoo.com](mailto:nhhacnews@yahoo.com)

**Wellness and Condolences**

Get-well cards, contact Jackie Sheerer:  
(412) 367-3138 or [redbug17@verizon.net](mailto:redbug17@verizon.net)  
Funeral flowers/fruit baskets, contact Jack Swaney:  
(724) 272-9405 or [carnut123@hotmail.com](mailto:carnut123@hotmail.com)

**Is your information in the club directory correct?**

Send changes (address, phone, email, vehicles) to:  
Pat O'Neill  
675 Bairdford Road  
Gibsonia, PA 15044-7880  
(724)768-7484

**Membership Application Form**

On club website at  
<http://nhhaclub.com/membership-info/>  
Send with annual fee to:  
Pat O'Neill  
675 Bairdford Road  
Gibsonia, PA 15044-7880

**CORRECTIONS & OMISSIONS / PHOTOS, STORIES AND EVENTS TO:  
Editor at [nhhacnews@yahoo.com](mailto:nhhacnews@yahoo.com)**

## Lancia Montecarlo/Scorpion, submitted by Dave Carpenter

First some history collected from the internet. The Lancia Montecarlo/Scorpion is a two-door, two-seat, mid-engine, rear-drive sports car that was originally conceived in the early 1970s as a slightly larger, upscale version of the mid engine 1974 Fiat XI/9. In fact, the Scorpion prototype was codenamed XI/20 under Fiat development, and much of the XI/9's suspension design was shared with the XI/20. Then came the oil crisis of the mid-1970s and demand for thirsty performance cars was at a low point. Besides, the Fiat XI/20 was proving to be too costly to build under Fiat's economy name plate. The car was handed over to Lancia since Fiat owned Lancia. The Montecarlo was the first car to be both designed and fully built by Pininfarina (designers for Ferrari since 1953). To ensure the premium



level of equipment, Lancia chose a two-litre twin-cam four-cylinder motor from Fiat 124 Sport Coupe, MacPherson suspension, five-speed gearbox, and 4 wheel disc brakes. Total production of the Montecarlo in Europe came to 7798.

The federalized Montecarlo was re-christened Lancia Scorpion, because the name Monte Carlo was already used in America by Chevrolet. Lackluster U.S. sales meant the Scorpion was only sold for the 1976 and 1977 model years, with just 1,801 cars delivered.



Because of the strict U.S. emission regulations a smaller 1,756 cc twin cam engine and smog equipment had to be fitted. With less aggressive camshaft profiles, a smaller carburetor, and the compression ratio reduced to just 8.1:1, the Scorpion delivered just 81 hp, down from the 120 of the Montecarlo. In order to meet federal crash test and lighting requirements, the Scorpion had bigger 5-mph bumpers, raised suspension and low-rise pop-up, sealed beam headlights, adding some 130 lbs to the curb weight. Two additional series of vents on the engine cover were required to cool the catalyst. All Scorpions featured the convertible top.

I always thought of the Lancia Scorpion as a desirable car when I saw pictures of them in magazines. Little did I realize how few were in the country. My car is number 451 of the 1801 that were imported. When I was working at my job in Carnegie, a few of us were gearheads and had an office manager who told us about her father having a shop in Oakdale that restored Lancias. He had restored cars for some pretty famous people and had cars invited to Amelia Island shows. I may have unknowingly talked to him about one of his cars at the Grand Prix one year. I casually asked her one day if he had a Scorpion to which she replied "yes, it's his personal car and keeps it at the house". I asked if he wanted to sell it, of course it wasn't for sale. A few years went by and his health was deteriorating. After he had passed away, she remembered me asking about the car, so she called me and said the family was ready to sell it.



### Continued: Lancia Montecarlo/Scorpion

I went to see it and said I wanted it even though it hadn't been inspected for 15 years. Knowing the history of his shop and work, I figured when he bought it he would have found a good one. Turns out it has every option available. A previous owner removed the smog equipment and added a performance exhaust, so it runs better than the 81 HP suggests. After restoring the brakes and carefully reviving the engine, I have driven it a few times and decided it needs wheel bearings and tires before I go too far.

It's clear why the sales were low. A new Corvette base price was \$7605, a Porsche 914 was \$7250 while the Scorpion came in at \$9943. The four options on my car are leather seats \$349, AM/FM stereo \$245, metallic paint \$250 and power windows \$210. Including delivery the MSRP came to \$11,083.

A Lancia Scorpion also served as Herbie's love interest, Giselle, in the Disney movie, "Herbie Goes to Monte Carlo."



*Thank you to Dave Carpenter for his submission!*

Hello everyone. I thought Sean's article on the old suspension wheel was very interesting. By the looks of the car, it must have been about 1920. I know nothing about this picture but here we are in 2020 with a modernized version of the same thing. Michelin calls theirs the "tweel". (Tire/wheel-get it?) With the poor condition of the roads in 1920, I'll bet they would have loved to have some of these. You can buy them now for mowers, tractors, quads, heavy equipment, and autos.



Who said you can't re-invent the wheel? Jan Smith

**For Sale**  
**Seven (7) 1/18 Die Cast Early T-Birds**  
**In Dust Covers, on Shelves, with Supports.**  
**1955 – 1956 – 1957 – 1960 – 1960 – 1963**  
**Plus newest T-Bird - Asking Price \$75 each**  
**Arthur V. Bowen (412)855-1511**

#### Advertising Policy

Free member classifieds:

- Must be received by the 20th of the month.
- Must have a club member as the contact.
- Must be from members current on their dues.
- Are limited to 50 words or less, and may include one photo if space permits.
- Must state an asking price, except for miscellaneous parts.
- Expire after three consecutive months unless the editor is notified otherwise.

Preference is given to ads for antique and classic vehicles and parts.

**Please include the phone number and/or email address you want displayed.**

Other ads may be included on a space-available basis.

The NHHAC News does not accept business advertising.

Additional Photos from June 9th Meeting at Mars Train Station  
Thank you Jen Barker





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c/o Pat O'Neill  
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