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# 1994 Lancia Delta - HF Integrale Evoluzione II

HF Integrale Evoluzione II

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Lot sold	<b>USD 0</b>	Condition	Used
Year of manufacture	1994	Location	
Lot number	138	Exterior colour	Other
		Car type	Other

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## Description

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Estimate:

\$90,000 - \$110,000

- Largely original; just under 38,000 kilometers recorded
- Still has the factory protective plastic on many of the interior parts
- Turbocharged 2.0-liter inline four-cylinder; five-speed manual gearbox
- Previously part of a collection in Japan
- Please note that this lot will need to be collected from San Mateo, CA

When Lancia unveiled its Delta at the 1979 Frankfurt Motor Show in Germany, the Giugiaro design was lauded for its crisp lines and spacious interior. Little did enthusiasts know what was to come. The Delta proved such an ideal platform for rally racing that it was one of the major catalysts behind the FIA's decision to cease Group B rallying. Lancia was ready with its all-wheel-drive Delta HF, which spawned the HF Integrale racer and limited-production homologated versions. By the early 1990s, pedestrian versions of the Delta were ready for replacement. Lancia announced plans to retire from rallying following a highly successful 1991 season. That hardly spelled the end of the line for the Delta, however.

In the summer of 1993, a second evolution bowed with a stronger 2.0-liter 16-valve turbocharged inline-four rated at 215 horsepower. Underhood, the red cam cover and the strut brace served as immediate reminders that the Evoluzione II was no Delta LX. A sophisticated Marelli engine control

system worked in concert with sequential multi-point fuel injection to make the most of the 2.0-liter, while the Garrett turbocharger ferociously provided boost. Underneath, the heavy-duty suspension integrated lightweight elements and big brakes with ABS. Other updates included cleaner styling, Recaro sports seats, and a Momo steering wheel. The hot hatch body's sharp angles remained as relevant in the 1990s as they were at the car's debut.

The Evoluzione II proved a proper sendoff, with demand strong enough to keep production going into 1994. Nearly 2,500 were built, and the handful of exceptional examples that remain have proven to be excellent investments. This striking Monza Red example shows just under 38,000 kilometers and was kept in a Japanese collection until being brought into the US more recently.

Presenting in exceptional condition throughout, the Delta was serviced by Dino Motors in San Mateo, California in October 2019. Service items included checking the valve clearances, recharging the air conditioning system, flushing the coolant as well as a fresh oil change. Meanwhile, the original wheels were professionally refinished. The very well-preserved upholstery includes signature bolstered seats as well as classic Veglia instrumentation highlighted by an upside-down tachometer and a central boost gauge.

As a testament to its level of preservation, factory protective plastic can still be found on a number of interior panels, including the rear door panels and portions of the carpeting. Paint meter readings show thicker paint on the hood and doors, possibly an indicator of paintwork at some point in its past, though the overall finish is extremely presentable and difficult to fault. An unmodified, low-mileage Delta HF Integrale Evo II is a very rare item indeed, and this example is a fine specimen of one of Lancia's most revered rally machines.

Please note that due to California emissions, this vehicle must be sold to a dealer or out-of-state resident.

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