

Introduction

– the purpose of this book



Let's turn the clock back to 1986. Lancia had suffered the double blow of the deaths of Henri Toivonen and Sergio Cresto on the 1986 Tour De Corse rally, and then Group B was cancelled. This resulted in the S4 programme being short-lived; therefore, Lancia needed a fast and successful replacement for the S4, so very little time was given to produce a successful Group A car in the new series as well as a homologated road version.

Esteemed engineers Sergio Limone, Bruno Cena and Giorgio Pianta set out to complete this task in a short timeframe, which they achieved, and the HF 4WD was born. The road car was the byproduct of this incredible car, and, as time passed, the car evolved each year to produce first the 8v Integrale in 1988, then the 16v Integrale in 1989, followed by the HF integrale (Evo I or Deltona) in 1991, and finally the HF integrale Evo II Cat (Deltona) in 1993.

Importantly, this was a car first and foremost designed for winning rallies: road use came second. It is, of course, more usual for a rally car to be developed from a road car. The Lancia marketing department, along with the vision and support of Ing Vittorio Ghidella, realised that if this car was to succeed in world rallying then sales of the road car would naturally increase. The rally version was a world champion, and became so with aplomb, winning six consecutive championships, the most successful rally car to date.

So, let's be clear, if you are considering buying into this amazing world, here is a warning: it will bite you, and there is no way back once you have been



The Lancia production line at the Chivasso factory in Italy, taken during a Lancia Motor Club trip in 1994.

4 Relative values

– which model for you?



It is no secret that the values of these sought-after cars have increased since they first came to market. There are prices being asked and paid that in my opinion are not always justified. The differences between some of the limited editions and standard cars are only exterior colour and interior trim, and yet some cars are priced at double or even triple the cost of a standard car. Of course a limited edition should command a premium, but not such a massive difference. A good example remains a solid purchase that should increase in value.

Of late, values have increased rapidly on some models such as Evo II limited editions, and overall for all models compared to just a few years ago. If you buy the right car, and buy the best you can get for your budget, you should do well, but remember to factor in the cost of any repairs, maintenance, or rectifying work. Be aware of originality and possible modifications, which will affect the value.

My advice is always go for as close to standard as possible – how it left the factory, that way your investment will command a higher value. A modified car is worth less, and may only appeal to buyers who want to use it in mild competition, want more performance, or to personalise it to their taste – a route which will ultimately devalue a car. The current trend of placing the limited editions at such a high value, compared to a standard coloured and trimmed version, is probably down to the limited number of cars produced. Generally, it is only the trim and exterior colour that are different. The Club Italia, for example, is always going to be more collectable, due to the car being personalised by the original owner, and only 15 were ever produced; however, the cars are the same underneath in all other editions.

The Evo II is regarded as the best model, it is more relaxed to drive, and it was mostly hand built, which made the assembly line move slowly. The cars were painted by Bertone, and then went to Chivasso for assembly – only five cars per day were made. Carrozzeria Maggiore, which built the cars, employed women on quality control as they were deemed to have a better eye for this kind of work.



Quality control at end of production, Chivasso 1994. Maggiore used female workers to perform the final checks, as they were deemed to have a better eye for detail.



Dealers Collection limited edition, and interior.

Dealers Collection: (180) 1994/95.

Edition made to sell at traditionally successful integrale specialists in Italy, finished in Candy Red Metallic with tan leather high back Recaro seats, matching door cards, passenger rally foot rest, silver push button ignition, white instrument surround.

Gialla Ginestra: (220) 1994, 150 for Italy, 50 for Germany, 20 for France. Painted a different shade of yellow, with black high back Recaro Alcantara seats with yellow stitching, and matching door cards. Some cars were eventually supplied new by UK specialists.



6 Inspection equipment

– these items will really help



- This book
- Reading glasses (if you need them for close work)
- Magnet (not powerful, a fridge magnet is ideal)
- Torch
- Probe (a small screwdriver works very well)
- Overalls
- Mirror on a stick
- Digital camera
- A friend, preferably a knowledgeable enthusiast

Before you rush out of the door, gather together a few items that will help as you work your way around the car. This book is designed to be your guide at every step, so take it along and use the check boxes to help you assess each area of the car you're interested in. Don't be afraid to let the seller see you using it.

Take your reading glasses if you need them to read documents and make close up inspections.

A magnet will help you check if the car is full of filler, or has fibreglass panels. Use the magnet to sample bodywork areas all around the car, but be careful not to damage the paintwork. Expect to find a little filler here and there, but not whole panels. There's nothing wrong with fibreglass panels, but a purist might want the car to be as original as possible.

A torch with fresh batteries will be useful for peering into the wheelarches and under the car.



Underbody

4 3 2 1

Check the rear floor in the area of the rear differential and carrier, where it is supported and attaches to the body. Check the exhaust brackets and the catalytic converter (Evo II).

Glass

4 3 2 1

Check if the windscreen and glass are original. Each model had a different tint, from green to bronze and blue. Check for a Lancia shield on the windscreen and on other glass, the codes should match on the etched script.

Wheels and tyres

4 3 2 1

Tyres should have the same tread pattern on each axle, and be even in wear. The handling is better on a tyre with a stiff shoulder as you can have more confidence in turn in; a softer shoulder feels like you are losing grip. Goodyear makes a suitable tyre for the earlier models, Bridgestone is another good brand, and Michelin tyres are very good for wear, but are made of a hard compound, Pirelli P Zero is the best tyre for Evo models (and I believe they are being remanufactured), although not the Nero version, as the shoulder is too soft. I also hear good things about Hankook, and Yokohama if you like grip over longevity. I think everyone has their own preferred brand at the end of the day. Price and availability is also a factor.



Wheel types, top left: HF 4WD standard road wheel; bottom left: integrale 8v standard roadwheel (note 8v is not dished as much as 16v, but is the same design); top right integrale 16v standard roadwheel; bottom right: Evo standard roadwheel, 15in on Evo I, 16in on Evo II. (HF 4WD photograph courtesy Peter Collins)