

BIANCHI

15/40 H.P. (two litre)

TYPE 18

GUARANTEED FOR 50,000 MILES



INSTITUTE

BIANCHI MOTORS Ltd.

26 St. James's Street, London, S.W.1

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BIANCHAUTO, LONDON.

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26a and 6 James Street, Camden Town, N.W.1
Telephone : NORTH 349

SPECIFICATION

15/40 H.P. BIANCHI CHASSIS. TYPE 18

MOTOR	Monobloc, with detachable head. Bore, 72 mm. by 120 mm. stroke. Overhead valves, operated by special Bianchi type rocker arms and push rods, with camshaft in base. The operation of the valves is absolutely silent. Silent chain drive to all timing gears.
COOLING	Thermo-syphon, assisted by aluminium fan and honeycomb radiator.
FAN	Aluminium fan, driven by Whittle belt, with provision for easy adjustment.
CARBURETTER	Bianchi-Zenith Triple Diffusor, bolted direct to cylinder block, and all inlet pipes are cast integrally in cylinders, ensuring rapid evaporation and complete consumption of fuel, and consequent great economy.
IGNITION	Marelli high-tension magneto.
LUBRICATION	Entirely forced feed through drilled crankshaft, connecting rods and gudgeon to cylinder walls. Scraper rings are fitted to pistons (this ensures great economy in oil consumption).
CONTROLS	For throttle and ignition on top of steering wheel (foot accelerator fitted).
AUTOVAC	Feed from large tank at rear, holding 12 gallons. The Autovac is fitted on dash with gravity feed to carburetter; besides the filter inside the Autovac, a filter is fitted on petrol pipe between tank and Autovac.
CLUTCH	Is a single dry disc clutch, with floating steel plates; the clutch carrier is fitted on a large ball-bearing as spigot race, and the withdrawal mechanism and ball thrusts are completely enclosed in clutch housing.
UNIVERSAL JOINTS	Two of these are fitted between clutch and gear box, and are of the Bianchi patent ball-bearing type, requiring attention only for every 10,000 miles run.
STEERING	Worm and sector.
SPRINGS	The front springs are semi-elliptic, also the rear, which are very long. The two top leaves are overturned and act as shock absorbers. They are under-slung and very resilient. The rear springs are six inches and the front about two inches longer than the previous model.
FRAME	Of nickel chrome steel of ample dimensions.
SPEED LEVERS	The change-speed and hand-brake are on the right-hand side. The gear lever operates through a gate and is very easy and simple.
GEAR-BOX	This is of the well-known Bianchi Patent, hung on a universal bracket to the cross member of chassis, giving perfect silence at all speeds; it makes one unit with the rear axle through the cold drawn torque tube and thereby eliminates universal joints between these two. The gears are spur wheels, made in pairs, the in erior of the fixed gears being drilled out, and between each pair on the lay shaft is fitted a dog clutch, which couples the two pairs of gears together for driving purposes. The lay shaft is a driving fit and the whole is run on double row ball-bearings. The primary shaft is hollowed out; and on the constant gear is an extended shaft which runs on bushes inside the primary shaft, on which the sliding gear pinions are fitted. The third gear drives the speedometer through intermediate gears fitted in gear-box lid, and the top speed is engaged through internally cut gearing, which meshes with the constant gear for direct drive. A splined propeller shaft takes the drive from the primary gear shaft to the rear axle. The primary shaft runs on double row ball-bearings and thrusts and oil-retaining washers are fitted at each end. The Bianchi gear-box is unique in several respects, but principally on account of the complete elimination of nuts and bolts inside the gear-box.

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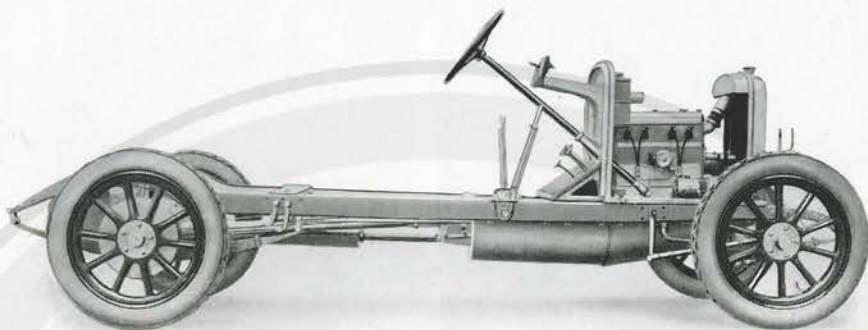
TORQUE TUBE	This is fitted in a bush inside the gear-box casting, which allows for any turning movement of the axle through inequalities of the road surface.
REAR AXLE	The final drive is by spiral bevel gearing through a differential consisting of four star wheels and two sun wheels to the rear wheels. The weight of the car is carried on an extension of the axle casing, on which the road wheels run on double row ball-bearings, the driving shaft carrying no weight whatever.
BRAKES	Both hand and foot brakes are situated in the brake drums on the rear wheels. The brake shoes are of specially large dimensions, and each brake is capable of separately holding the car on any hill. They are very efficient, but very smooth in action. They are adjustable by thumb screws. The equalisation of the brakes is through bevel pinion.
SHOCK ABSORBERS	Hartford front and rear.
WHEELS	765/105, fitted with Oversize Cord tyres.
LIGHTING AND STARTING SET	Are fitted as integral parts of motor and are of C.A.V. manufacture.
INSTRUMENT BOARD	The instrument board is fitted on the dash through an extended bracket, which allows for easy dismantling of the instruments for repairs, if necessary. The board carries the following:—Clock, speedometer, oil gauge, ampere-meter and switch board for lights.
MEASUREMENTS	Wheel track, 4 ft. 3½ in. Wheel base, 9 ft. 4 in. Body space, 7 ft. 10½ in. Overall width, 4 ft. 7½ in. Overall length, 12 ft. 7½ in.
STANDARD EQUIPMENT	Five detachable wheels with tyres 765/105; C.A.V. electric lighting set and starter, complete with two head lamps, two side lamps, tail lamp, and dash lamp; Klaxon horn; Smith's speedometer; clock; complete kit of tools, pump and jack.
GEAR RATIO	Gear ratios are as follows:— Constant 16×30 1st speed 15×31 2nd " 20×26 3rd " 24×22 4th " direct Final gearing in rear axle is 14×62

Chassis Price - - - - - £550

With Four Wheel Brakes £35 Extra.

PRICES OF COMPLETE CARS

Two-Seater with Double Dickey Seat	£695
*Italian Four-Seater Torpedo	£675
Best English-built 4-5 Seater Torpedo, with All-weather Side Curtains, etc.	From £725
English-built Three-quarter Coupé	£825
English-built All-weather body 4-5 Seater "Charlesworth" type	£815
English-built Four Seater Coupé	£870
English-built Landaulette	£870
English-built Limousine De Luxe	£950



Even a casual glance at this chassis conveys a general impression of quality, neatness, and substantial construction. A more detailed examination serves to substantiate that impression. Attention may be drawn to the neat construction of the dash and the fascia board, and the rigidity combined therewith. It is also instructive to note how steering column rattle and play are amply guarded against. Admittedly these are only minor points, but they are criterional of that attention to detail which permeates the whole design of the Bianchi chassis.



HIGH GRADE TOURING 4/5 SEATER.

Body.—Built of best ash framing, trimming in best quality plain or antique leather, cushions fitted with deep springs and stuffed with best hair, pockets to each door. One-man hood, cover and side curtains rigid type to open with doors, cabriolet fittings to screen, "Auster" adjustable double wind screen, plated, with swing top.

Painting.—Body highly finished in four standard colours: grey, maroon, electric blue, wandle blue. Wings and bootings black. All bright parts heavily nickel plated. Approximate weight of complete car, 18 cwts.

Overall Measurements.—Length, 12' 6"; width, 5' 4"; height, 6' 6" with hood up.

Price (English Body) - - - £725

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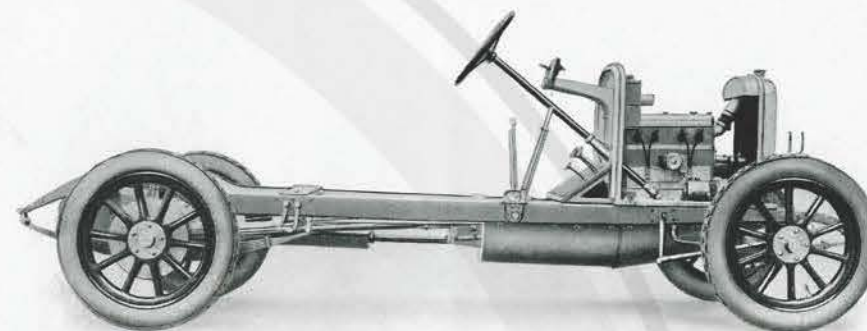
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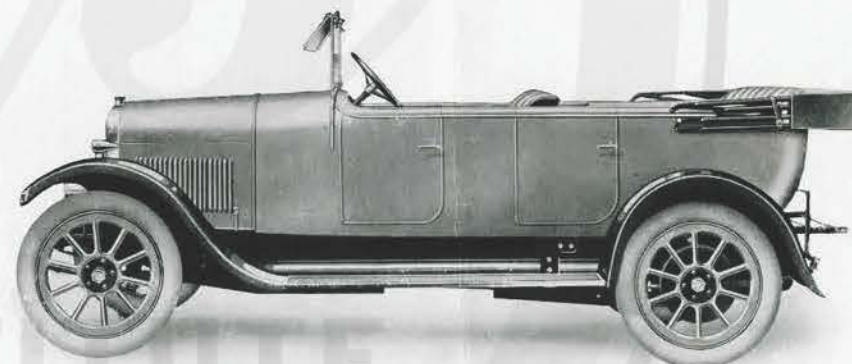
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