

C. F. DINGWALL.



# BIANCHI CARS

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# BIANCHI CARS



BIANCHI MOTORS LIMITED

26 St. James's Street,

Telephone :  
REGENT 5664 & 5665.

LONDON S.W.1.

Telegrams :  
"BIANCHAUTO, LONDON."

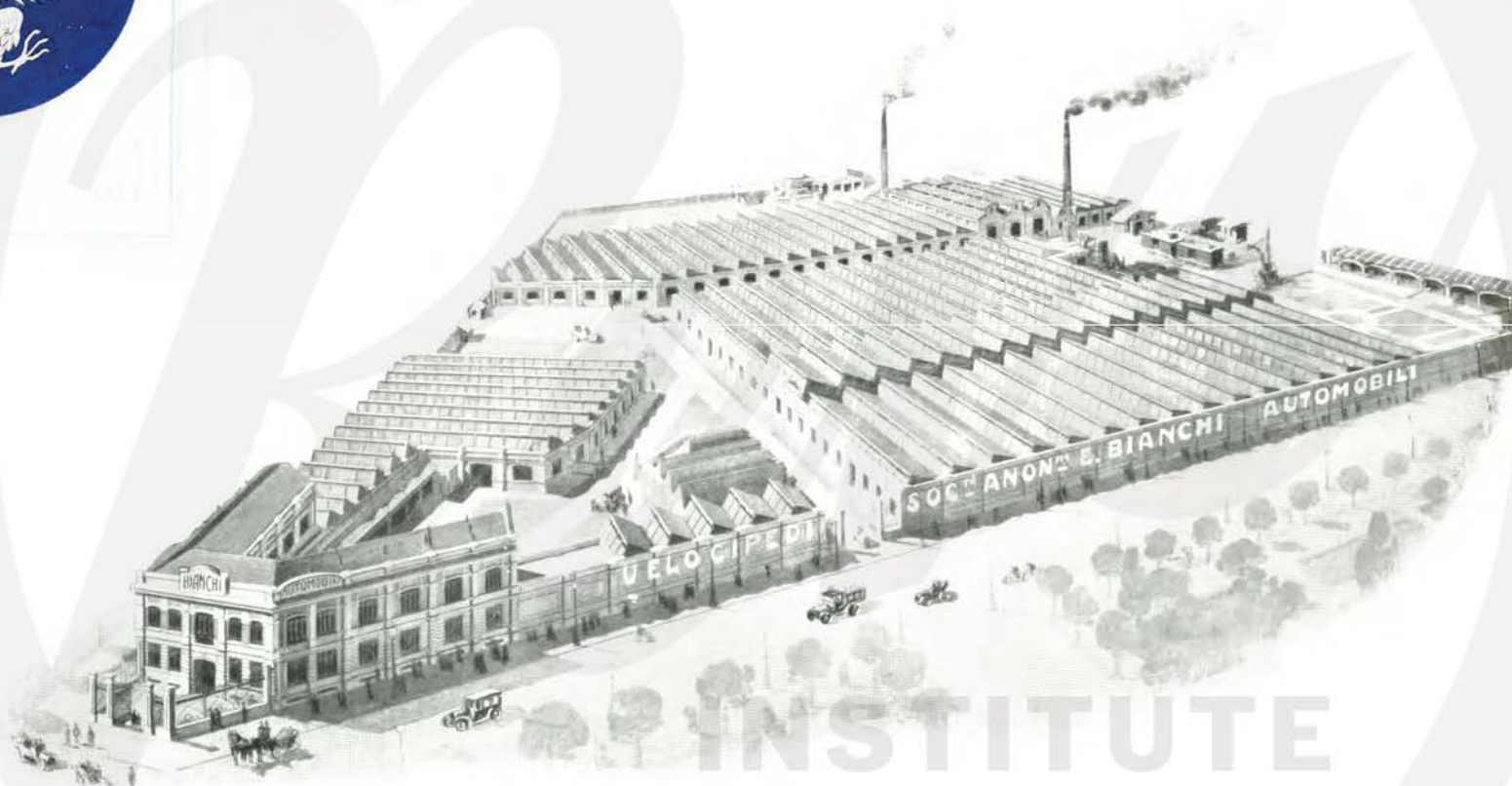
SERVICE DEPOT :—6 to 26A JAMES STREET, CAMDEN TOWN, N.W.1.

Telephone : NORTH 349.





BIANCHI MOTORS LTD



Bianchi Works Milan, Italy







# BIANCHI MOTORS LTD



Jacopo De Strada Titian



London Showrooms.





BIANCHI MOTORS LTD

THE  
BIANCHI  
POLICY



50,000  
MILES  
GUARANTEE

INSTITUTE





## BIANCHI MOTORS LTD



Taken as a whole this chassis presents a beautiful finish and a very graceful line, which will, we are sure, appeal to the discriminating purchaser who wants the BEST, and he will, in buying the new **Bianchi Type "15,"** be able to realize his ideal of a really high-grade car of medium horse power, economical in upkeep and running costs, with the comfort of the big car.

This model is built to take various types of bodies, such as Two Seaters, 4 5 Seaters, Coupés, 4 seater Coupés, small Town Landaulettes and Light Limousines.

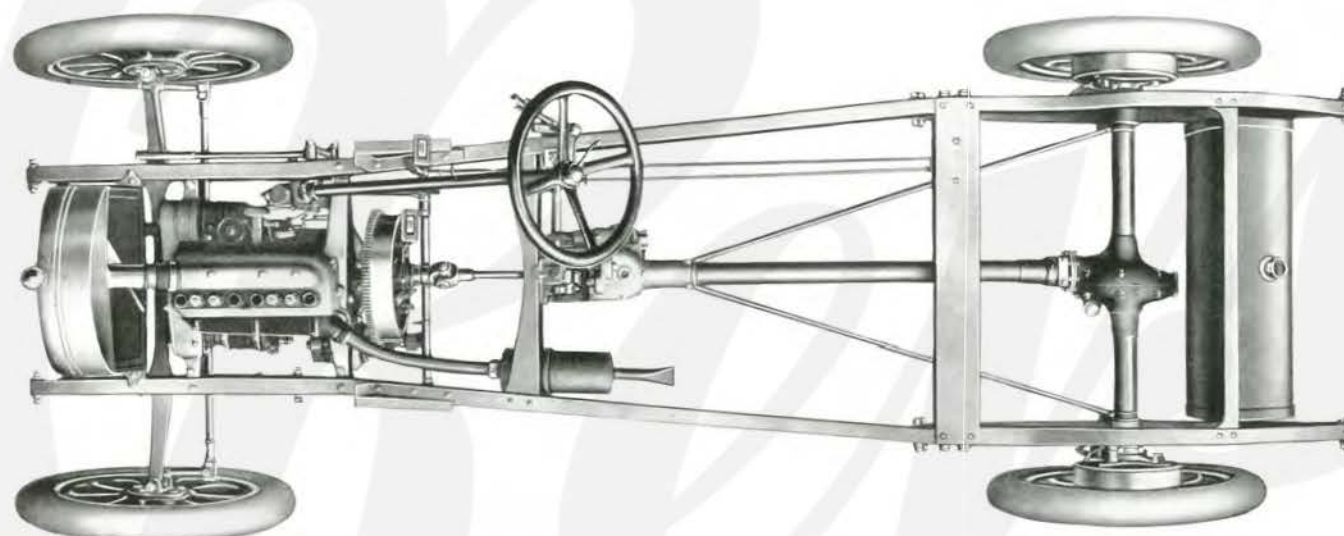
With every **Bianchi** Chassis, Type "15," we give a 50,000 miles guarantee.

**SPRINGS.** Perfect suspension is obtained both front and rear by semi-elliptic springs of Silico-Manganese Steel, specially long and fitted with a sufficient number of leaves and mounted in such a manner as to take all road shocks to which the chassis is subject. The rear springs are under-slung.





# BIANCHI MOTORS LTD



Monna Lisa. Leonardo Da Vinci.

**STEERING.** The steering column is fitted on the right-hand side of chassis, and is of the worm and sector type. The chassis is inswept in front, giving a good lock to the car, allowing it to be turned in a very limited space. On the steering wheel, which is ebonite covered, are fitted the control levers for throttle and magneto.

**PETROL TANK.** The petrol tank is mounted at the rear of chassis, and has a capacity of 12 gallons—sufficient for more than 300 miles. The tank is fitted with three communicating compartments and can be easily removed when necessary.

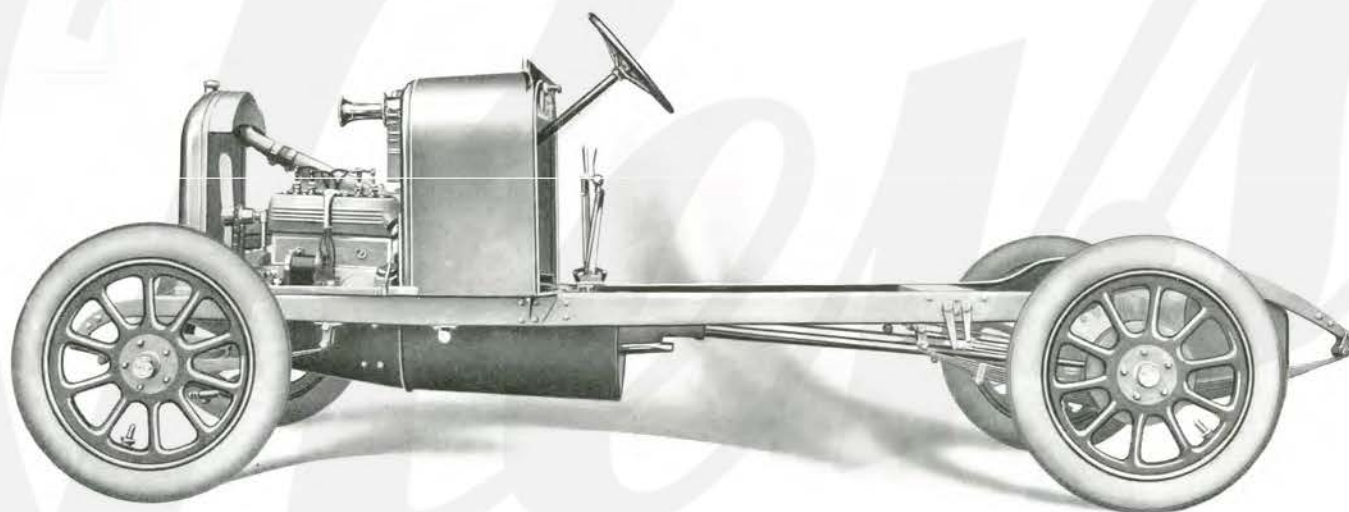
**FRONT AXLE.** This is an "I" stamping of a special high resistance steel, carrying the two pivots for front wheels. The pivot pins and bushes are of specially hardened and ground nickel steel. The cross rod joints are of the fork type, similar to our heavier types of chassis. The wheel hubs are mounted on two ball bearings, and the wheel track is 4' 2".

**CHASSIS.** This is of special nickel chrome steel with four cross members, and provides a body space of 7' 9" long, and the width of the chassis at the rear end is 3' 1½".





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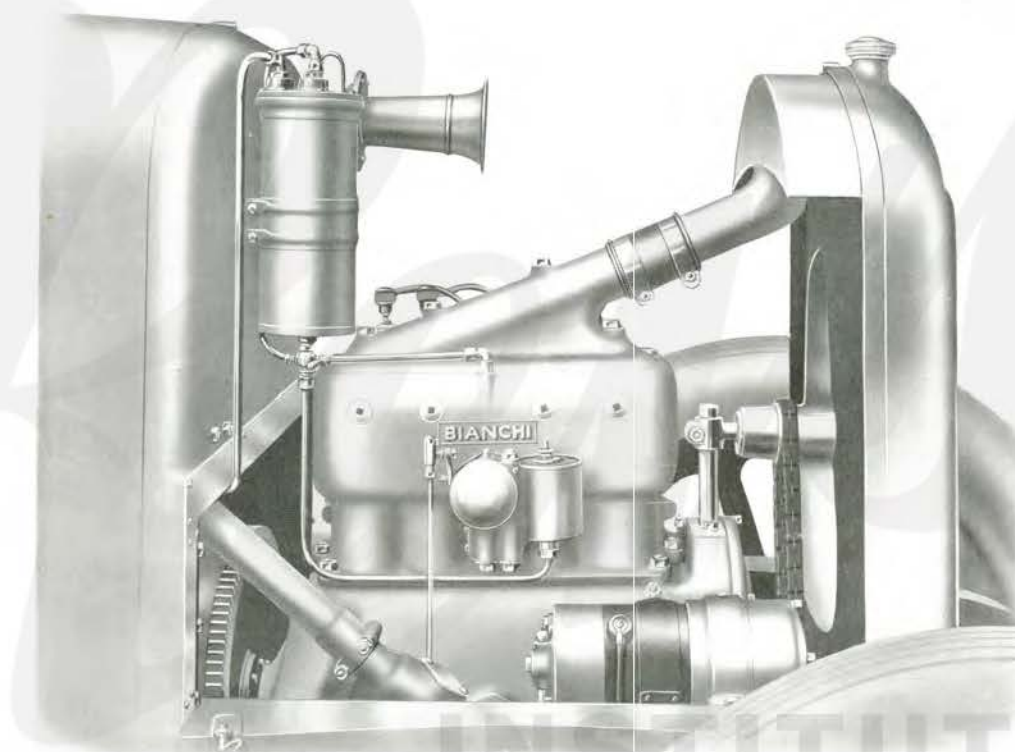


Externally it greatly resembles our present well-known design of chassis. The design is clean and graceful and every detail of the chassis is well thought out, and the whole gives the impression of strength and simplicity. Every part is accessible for adjustments and designed with a view to easy maintenance by the **Owner-Driver**, and showing to great advantage the artistic skill of the Italian designers and craftsmen combined. The entire absence of unnecessary external rods and wires, with the many novel and special features incorporated, tend to eliminate rattle and noise, and it will be found upon trying this new **Bianchi** production that our designers have actually achieved their aims.





BIANCHI MOTORS LTD



**CARBURETTER.** Bianchi Zenith Horizontal Type.

**COOLING.** The cooling is by thermo-syphon, honey-comb radiator, and aluminium fan driven off the crankshaft by means of belt (adjustment of this is made by an eccentric, forming part of the fan spindle). The water circulation is not only around the cylinders, but also round the valve pockets and valve stems, and is altogether exceedingly effective; so much so, that we recommend our clients to run their cars in winter without the fan.

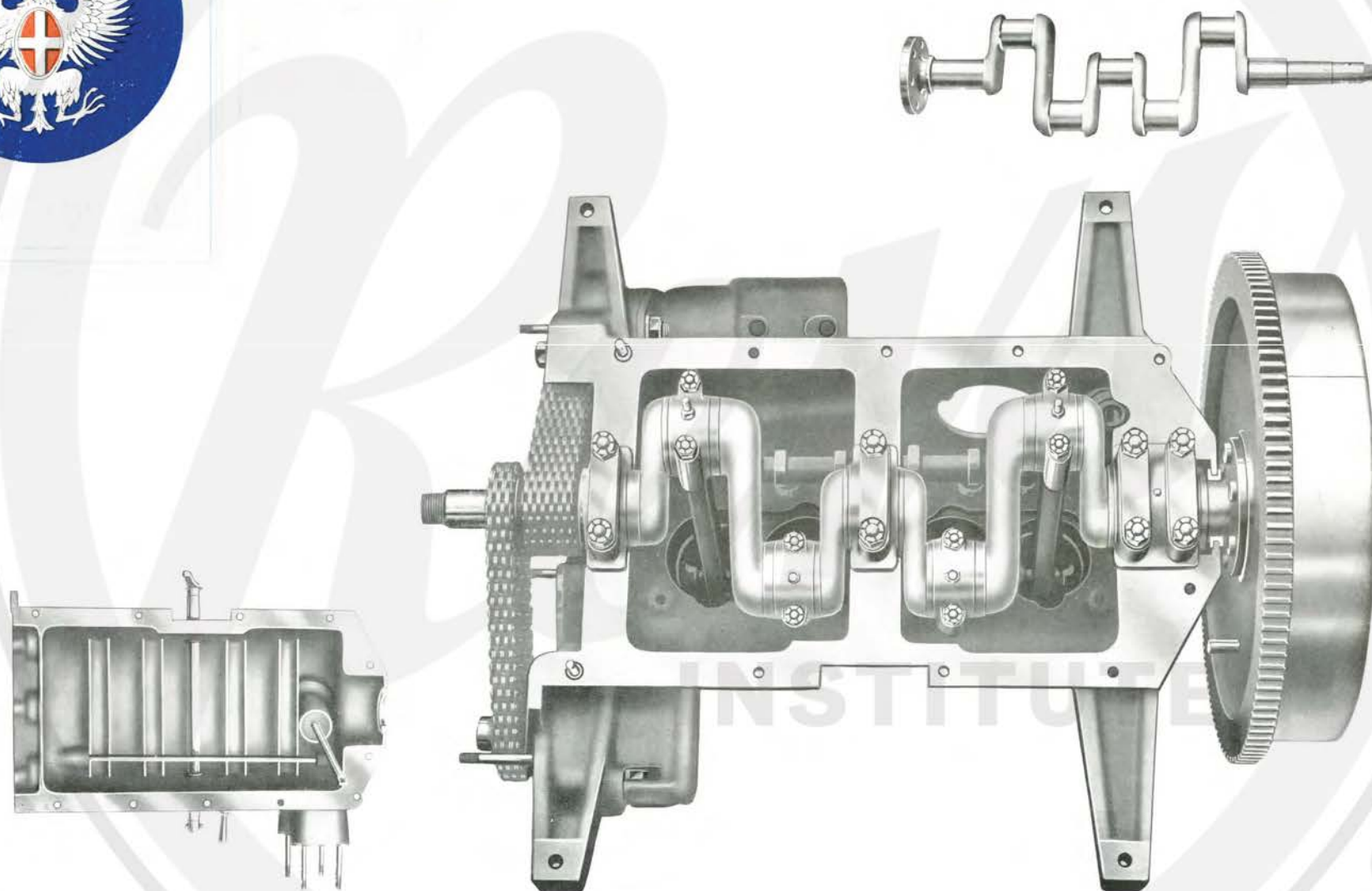


Andrea Gritti, Doge of Venice.





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## BIANCHI MOTORS LTD

**CRANKSHAFT.** The crankshaft is made of nickel chrome steel. The bearings are of large diameter made of bronze, lined with anti-friction metal. The crankshaft is perfectly balanced at all speeds and the same applies to the connecting rods and pistons. All these parts are submitted to prolonged tests on special balancing machines, and this is one of the factors accounting for the marvellous "sweet running" and vibrationless movement of **Bianchi Cars**.

The base chamber is of aluminium, cast in two halves; the top part carries the crankshaft and camshaft, the bottom part serves only as an oil reservoir for one gallon of lubricating oil.

**OIL PUMP.** The oil pump is of the rotary type and fitted at the bottom of the sump. It is actuated by a worm drive off the camshaft. The pump is fitted with a filter and is absolutely fool-proof under all conditions of temperature and with any type of oil. (We recommend Vacuum "BB," however.) A conduit cast inside the base supplies a constant stream of oil to each of the four troughs; the connecting rods are fitted with a special type of dipper which supplies the oil to all parts of the crankshaft, and sets up a mist of oil inside the base, which lubricates the whole of the moving parts of the engine with a constant oil film. A very ingenious method for taking down the oil pump for cleaning purposes has been adopted on this chassis which allows the oil pump to be extracted complete from the base in a few seconds and replaced again in the same short time. A manometer showing the oil pressure is fitted to the dash.

Following the principle used in our previous models, the camshaft is driven by a specially constructed silent chain, easily regulated without dismantling any parts, by adjusting a tension nut fitted to the magneto carrier.



Portrait of an Italian Nobleman. By Alessandro Bonvicino (Moretto).





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# BIANCHI MOTORS LTD

**CLUTCH.** The clutch is of the dry type, a Ferodo disc is gripped between two cast-iron plates, and the tension is controlled by a system of springs. It is worked by the usual foot pedal. In this way we obtain a clutch of very sweet and progressive action, with perfect adhesion between the motor and transmission. As the Ferodo member of the clutch is very light in weight it requires only to be freed by de-clutching, when it instantly stops spinning, thereby facilitating the change of gears, both going up and down, even when the motor is running at high speed.

**UNIVERSAL JOINTS.** There are two universal joints fitted between the clutch and the gear box to compensate all movement between these parts.

The change speed lever is placed on the right-hand side of the chassis. The gears are made of nickel chrome steel, specially hardened and ground to a perfect fit and all gear shafts are supported by large ball-bearings. The ends of the gear shafts are fitted with oil-tight joints, preventing any possible leakage of oil or grease from the gear box.

To do away with bodywork noises we have fitted on this new model, not only an aluminium bonnet and dashboard, but also a scuttle dash of this metal up to where the front doors of the body are usually hung, and to this scuttle is fitted an instrument board carrying the Switch for the Electrical Equipment, a Thiefproof Key (making it impossible to start the car without the owner's key for same), an Amperemeter to show the charging of the accumulators, and the Oil Gauge. A Smith's Speedometer is also fitted to the instrument board.

The dash is completely made of aluminium, and all wires and conduits for the electrical installation are enclosed in cast channels and are completely invisible.

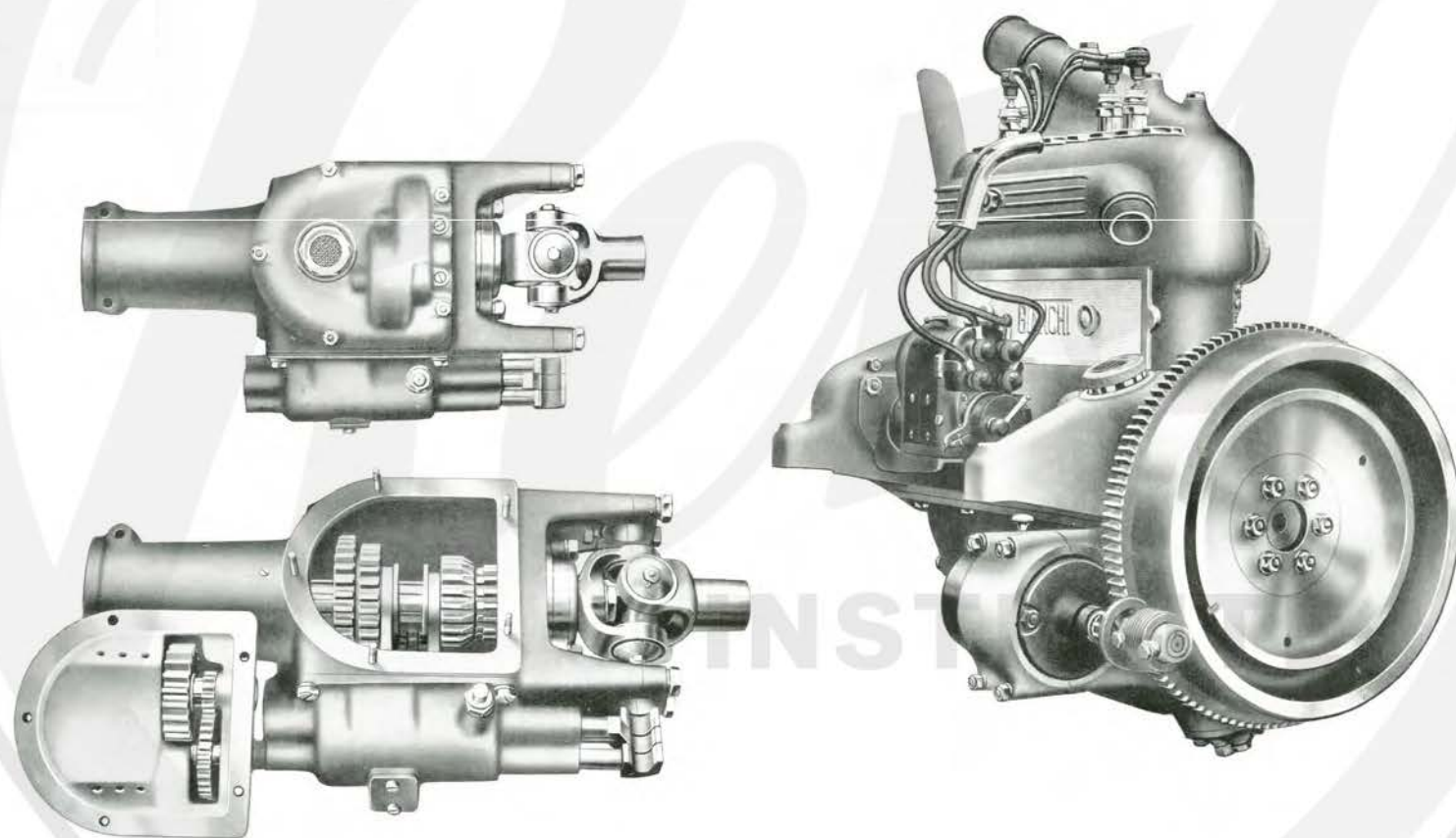


Isabel of Portugal, Wife of Charles V.





BIANCHI MOTORS LTD





# BLANCHI MOTORS LTD

**MOTOR.** Four cylinders, "Monobloc," bore 70 m/m, stroke 110 m/m. The nominal H.P. is 12/20 but the brake H.P. on bench is 25 at 2,300 revs. per minute.

The valves are all fitted on one side of the cylinder casting, and the valve mechanism is protected from dirt and grit by an aluminium valve cover.

**DYNAMO.** This is fitted to the upper part of the base chamber, and a special coupling allows the dynamo to be dismantled without disturbing the driving pinion or chain.

**SELF-STARTER.** The self-starter is fitted with a key-switch, thus making it impossible to start the engine without the owner's key. The starter is fitted to the bottom of the base-chamber; a press button actuates the starting motor working through a gear wheel which meshes with the toothed ring on the fly-wheel. The lighting and starting set is of "Westinghouse" manufacture.

**GEAR BOX AND GEARS.** The gear box is of the **Bianchi** patent oscillating type, and is fixed by a cardan joint to the chassis cross-member, and at the back end to the drawn steel torque tube (enclosing the transmission shaft), which again makes a rigid connection with the rear axle. The whole forms one unit and eliminates universal joints between the gear box and rear axle. The gear box is made in special alloy of cast steel and comprises four speeds forward, and reverse, actuated by three selector rods connected with the sliding gears. A special toggle system obviates the possibility of any two gears being put into mesh at the same time. The gearshafts run on ball bearings throughout. The speedometer is driven from the gear box.



Portrait of a Lawyer. By Giambattista Moroni.





BLANCHI MOTORS LTD





## BIANCHI MOTORS LTD

**REAR AXLE.** This is composed of two special high resistance steel stampings, with the extended arms for supporting the road wheels in forged steel, bolted together in the centre and carried on the rear springs, and supported at the forward end by the rear end of the torque tube. The final drive is by bevel gears of nickel steel, hardened and ground. The differential comprises two sun wheels and four star wheels. The driving bevel and crown wheel are mounted on ball bearings and ball thrusts. The whole of the rear axle is very strong but of light weight, ensuring good suspension, thereby reducing the wear and tear of tyres to a minimum. Final adjustment of the meshing of the bevel and crown wheel can be made after erection.

The rear wheels are fitted to the extension of the axle casings on large double row ball bearings, and in such a manner that the full weight of the load of the car is carried by the axle casing.

**BRAKES.** Both the hand brake and the foot brake are situated in the brake drums on the rear wheels. The brake shoes are of very large dimensions, of **Bianchi** patent design, are very smooth and effective in action, and are completely protected from mud and dust. One brake is operated by foot pedal, and the other by hand lever.

The brakes are adjustable by thumb screws and both brakes are fitted with our new **Bianchi** system of equalisers, which consist of two sets of bevel pinions giving perfect equalisation whenever the brakes are used.

**WHEELS.** Detachable 760×90 wheels are fitted (5). These are fitted to the hubs by five steel studs with bronze nuts. Oversize 765×105 covers (two non-skids and three square treads,) and five inner tubes 760×90.

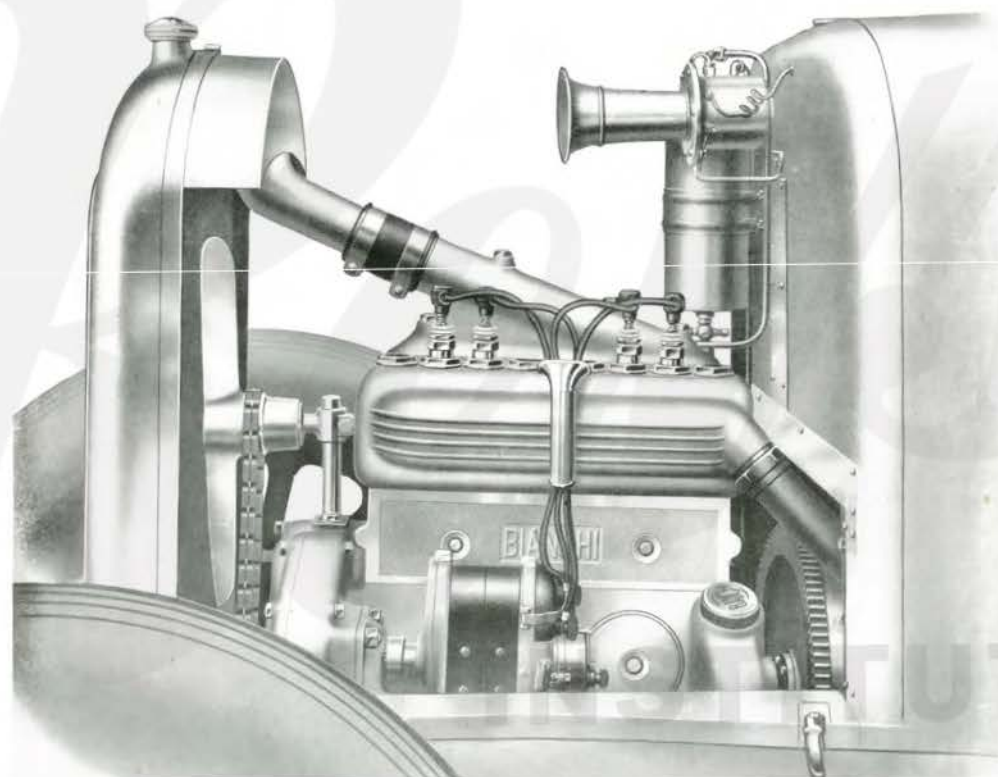


Titian's Daughter, Lavinia, in Girlhood.





BIANCHI MOTORS LTD





# BIANCHI MOTORS LTD

Under the bonnet, and out of sight, is fitted the vacuum feed for the carburetter, the Klaxon horn, and all the wires for the electrical equipment (these are run in channels cast in the aluminium dash). These channels are covered with aluminium covers which are dust and waterproof. To get at the wires it is only necessary to unscrew one or more screws as the case may be.

**PETROL FEED.** This model is fitted with the "Vacuum" petrol feed system, which after most extensive tests has proved to give great satisfaction.

This chassis, fitted with 5-seater torpedo body complete, is capable of a road speed of 50 m.p.h.

The nett weight of the chassis is 12 cwts., and with torpedo body and all accessories about 18 cwt. The petrol consumption is approximately 28 m.p.g., and the oil consumption is approximately 500 m.p.g.

**SPECIFICATION.** Wheel Base, 9' 4"; Wheel Track, 4' 2"; Body Space, 7' 9"; Chassis Width at rear end, 3' 1½"; Overall Length, 12' 2"

**STANDARD EQUIPMENT.** 5 Detachable [Wheels (Three Square Tread Tyres 765×105, 2 Non-Skid Tyres 765×105); Electric Lighting Set and Starter (Westinghouse), complete with Accumulators, Two Head Lamps, Two Side Lamps, Tail Lamp, Klaxon Horn and Smith's Speedometer; Complete Kit of Tools, with Pump and Jack.

**PRICE.....£625.**

The chassis price quoted will, as far as possible, be adhered to, but on account of the abnormal conditions prevailing we reserve to ourselves the right to make any necessary alterations in same should an increase in the prices of raw material, labour, or any other materials or components take place, or increases occur from any other cause whatsoever.

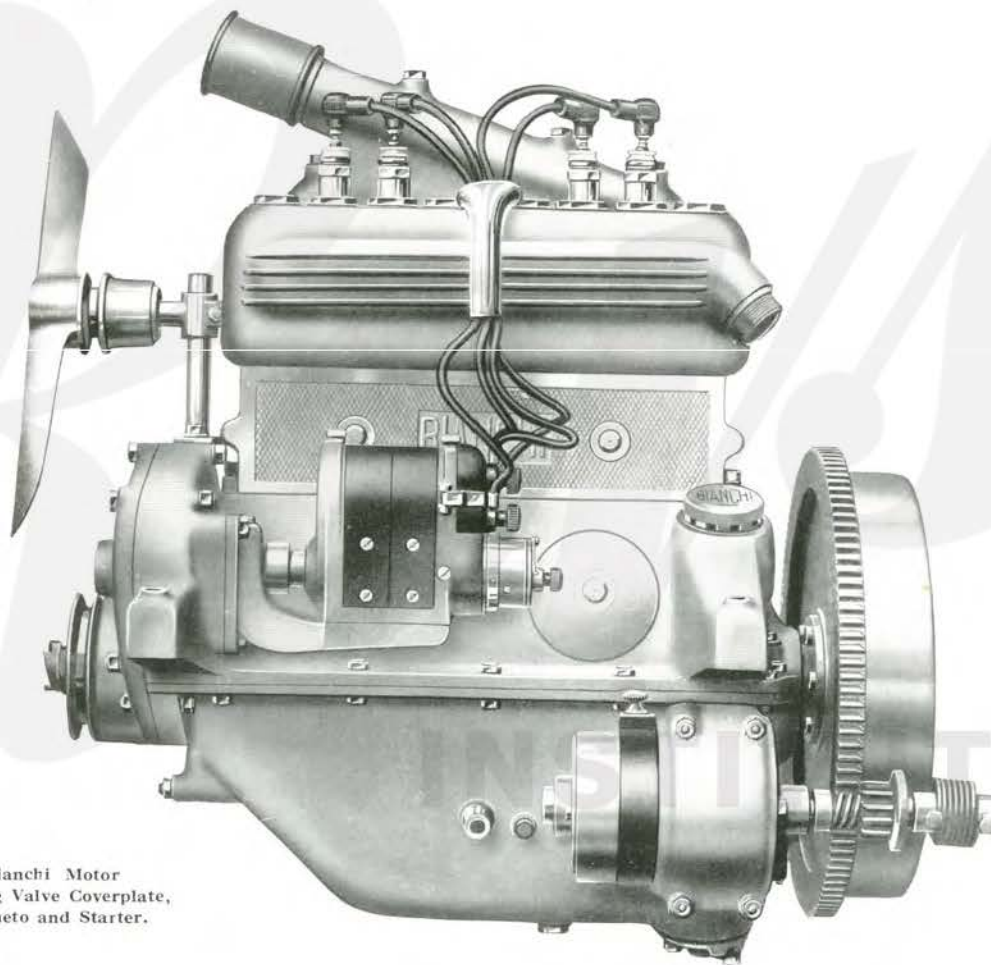


Portrait of a Tailor. By Giambattista Moroni.





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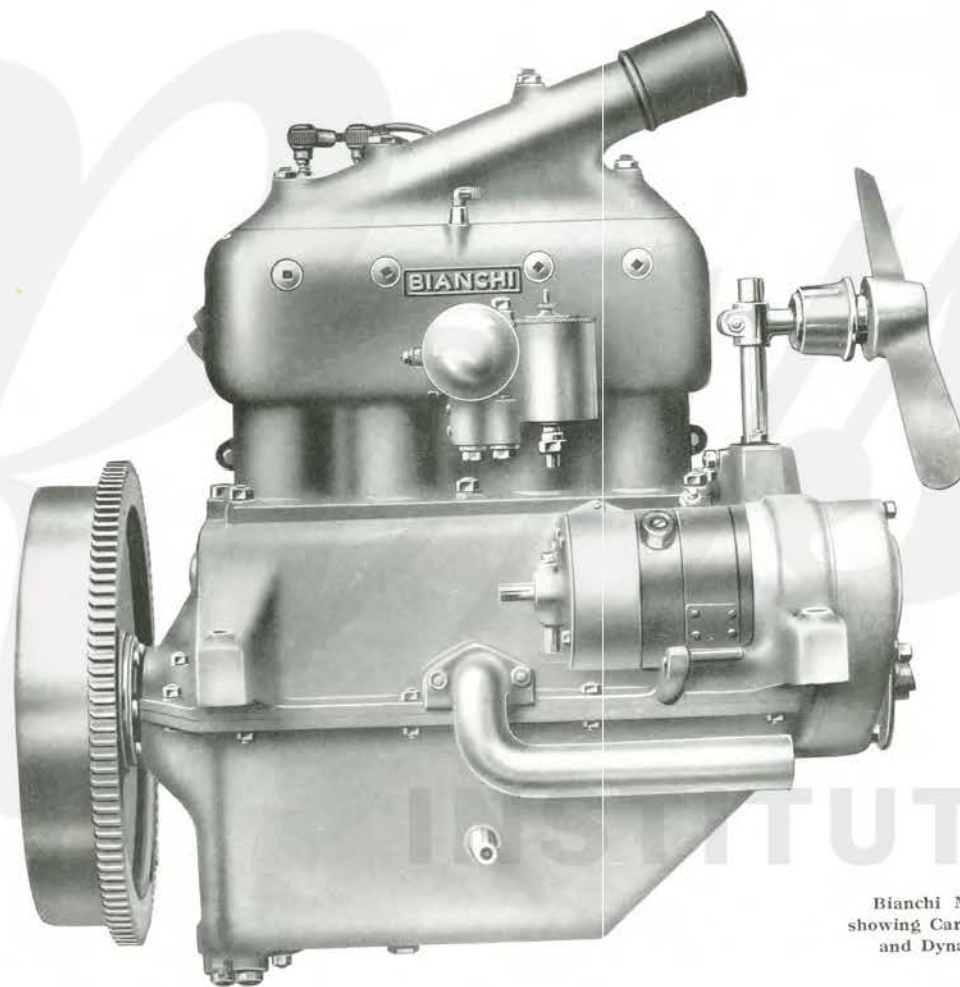


Bianchi Motor  
showing Valve Coverplate,  
Magneto and Starter.





# BIANCHI MOTORS LTD



Bianchi Motor  
showing Carburetter  
and Dynamo.



Rhetoric. By Melozzo Da Forlì.



BIANCHI MOTORS LTD



Bianchi Chassis, Rear View.



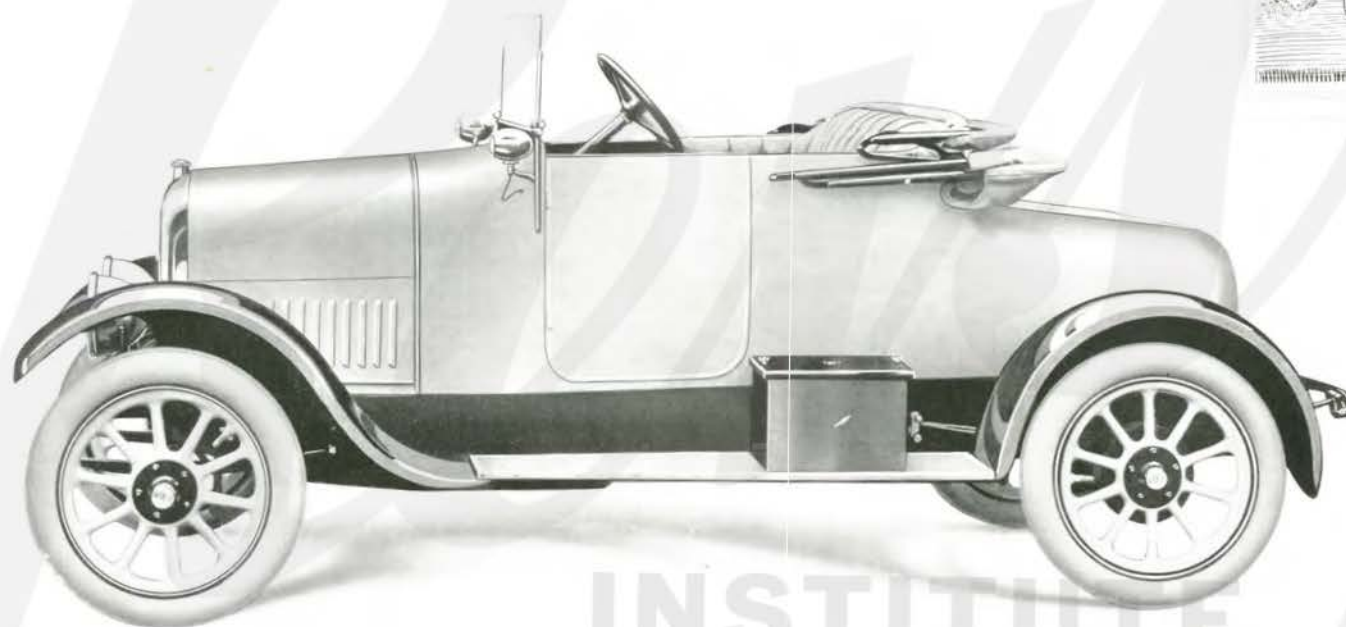




BIANCHI MOTORS LTD



Marco Polo. Titian.



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Two-seater.





BIANCHI MOTORS LTD



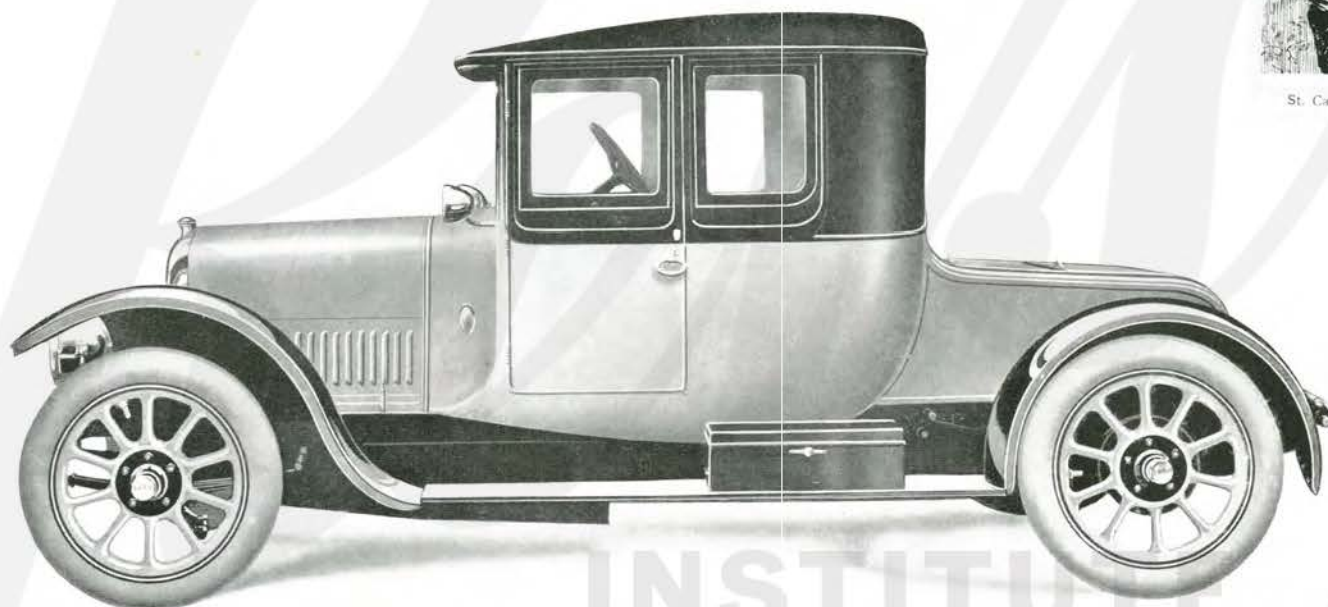
Four-Five Seater Torpedo.



BIANCHI MOTORS LTD



St. Catherine of Alexandria. By Raphael Sanzio.



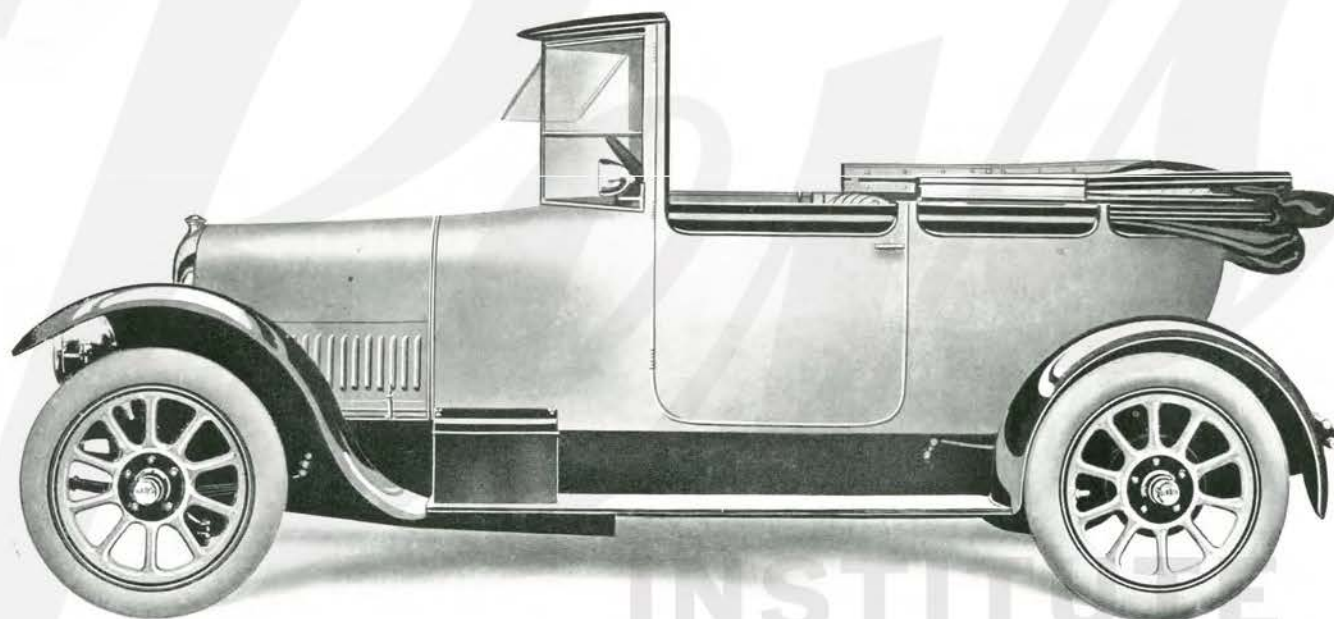
Three-quarter Coupé.

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V-Front Four-Seater Coupé (Open).



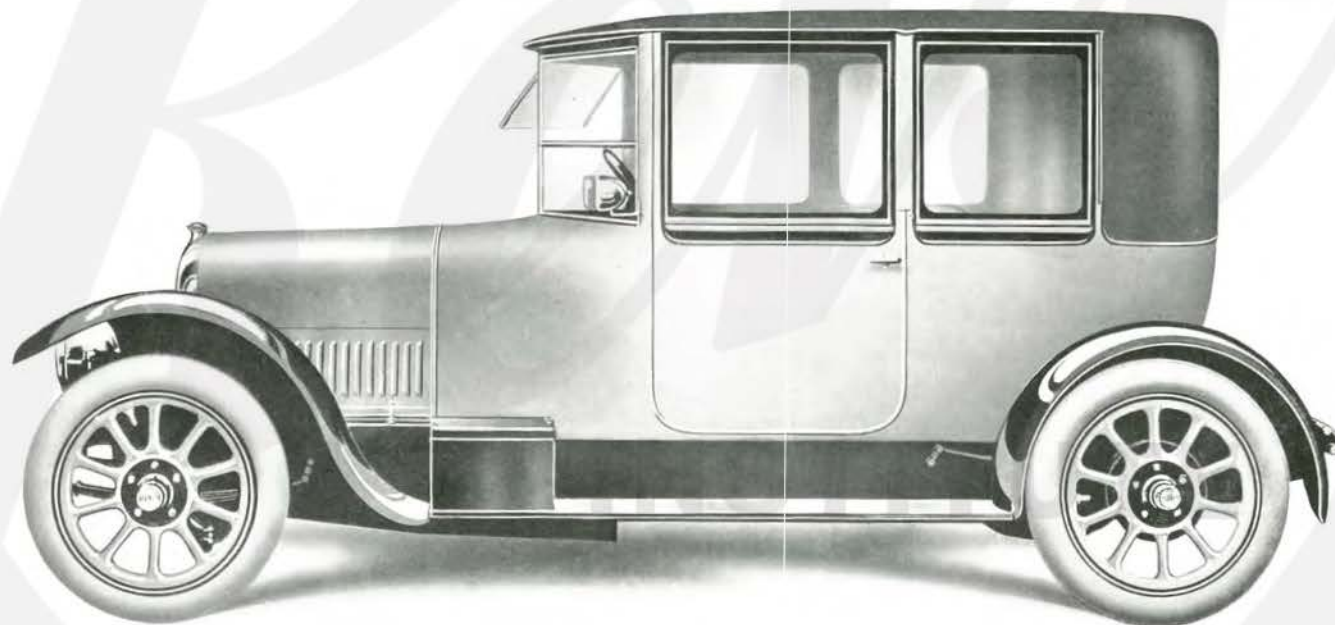




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Portrait of Himself By Andrea del Sarto



V-Front Four-Seater Coupé (Closed).





BIANCHI MOTORS LTD



Landaulet.







BLANCHI MOTORS LTD



Limousine.



Philip the Second Dedicating his Son, Ferdinand, to Victory.





## BIANCHI MOTORS LTD

**SERVICE.** There is something that a buyer wants besides a good car; it is the knowledge that his smallest wish shall have all attention; it is that the car is as near perfect as human skill can make it, and deficiencies or shortcomings will be taken care of by an adequate guarantee.

**The Proof.**—In this respect we have such implicit confidence in our own work that in all models we give—not a six month's, nor a year's guarantee—but a **guarantee for 50,000 miles.**

This, we know, is absolutely unprecedented, and should show the potential purchaser that we always have the well-being of his car at heart. Our aim is to **manufacture the best and only the best.**

The best guarantee for the quality of our productions is the steady growth of our factories, from a small workshop with about twenty men to our present huge group of buildings employing over 8,000.

We have for many years been manufacturers to the Royal Italian House.

**WE ARE SPECIALISTS.** Every part used in Bianchi Cars is **manufactured and assembled** in our own factory, consequently we are able to control the quality of the material and workmanship employed.

**OUR SHOWROOMS** situated at 26 ST. JAMES'S STREET, in the very heart of London, have been tastefully conceived, and we have always on view a full range of models for customers' inspection and trial.





# BIANCHI MOTORS LTD

## CONDITIONS OF SALE

"BIANCHI" Cars are sold for delivery at our showrooms in London. The prices are net cash. Charges for carriage by rail or transit by road are payable by the purchaser. Payment: one-third of price with order, and balance on intimation from us that the car is ready for delivery. We cannot accept any liability for delivery not being given to date, but assure our clients that the utmost care will be taken to ensure prompt deliveries.



A. Poot, Pallua.

## GUARANTEE

All our chassis are guaranteed for a distance of **50,000 miles** against flaw or fault of material, and we agree during this period to repair or replace free of charge any part which, after inspection, proves defective. **Alleged faulty parts must be sent to our works, carriage paid and duly advised.** We accept no contingent liability, and the fitting of any part at our workshops is payable by the client at usual workshop rates. We reserve the right to make any alterations in our models during the year without being compelled to modify or alter those already sold.

## REPAIRS

We keep a staff of skilled workmen to deal with repairs. Cars sent to us for repairs will only be driven at the risk and on the responsibility of the owner.





BIANCHI MOTORS LTD

**WHY A SECOND - HAND BIANCHI CAR  
ALWAYS COMMANDS A VERY HIGH PRICE**

is easy to understand from previous statements in our catalogue issues, and due regard to the quality of the cars. Many a Bianchi Car which has done 50,000—100,000 miles is in absolutely perfect condition. This we can easily prove, and will refer prospective buyers to owners of our cars, or to the numerous testimonials we are constantly receiving from clients. The quietness of the Bianchi remains, as does the smooth running, even to the very end of its existence. It is evident, therefore, a Bianchi is the best investment for automobilists who require lengthy and reliable service.

When a Bianchi is advertised second-hand it is invariably promptly sold, and what is more at a good price. We, ourselves, nearly always have a number of enquiries for second-hand Bianchi's, and any owner desirous of selling his car should communicate with us.

