



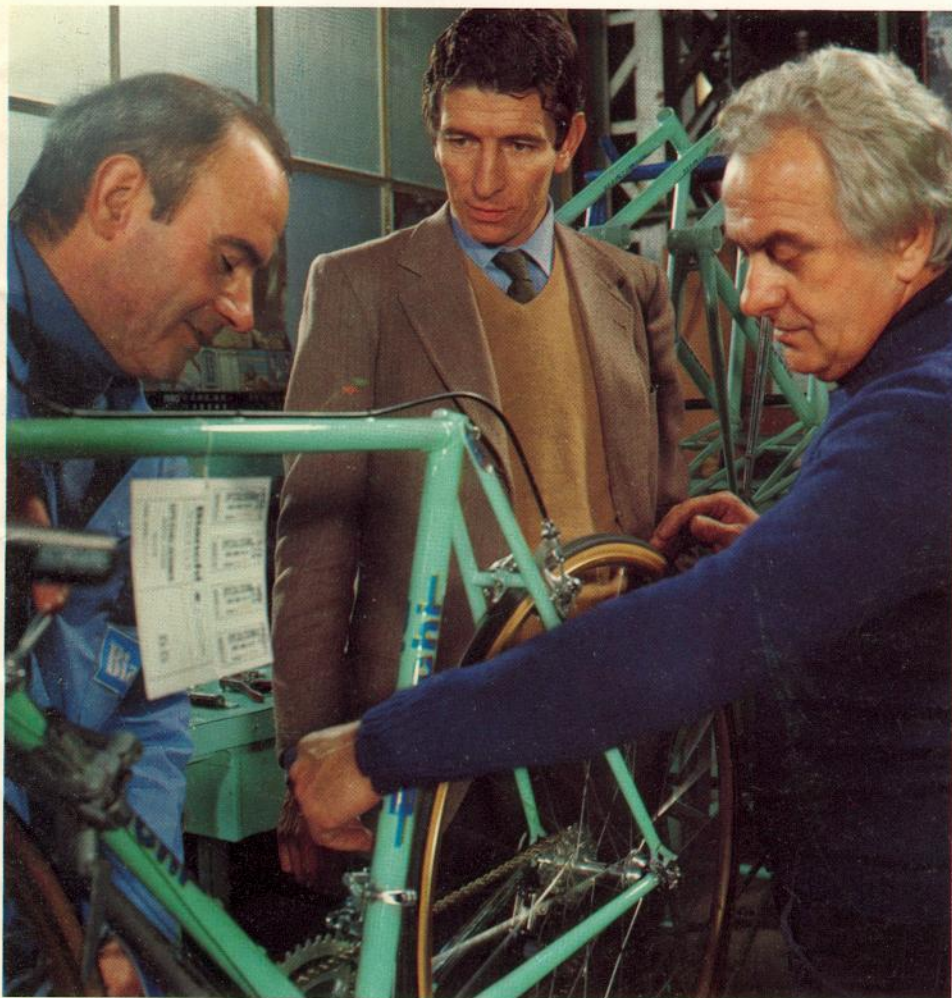
EDUARDO BIANCHI



CAMPARI



The Bianchi-Piaggio racing team



Bianchi Piaggio racing team pictured during a training session. Our team obtained superb results during the last season, gaining the title "Champions of Italy". The specialist models are tested by the team to make sure of Bianchi quality in the competition world. The severe road tests and the close collaboration of well known

technicians such as Felice Gimondi and Piero Piazzalunga, appointed racing team engineer, are invaluable sources of information essential to constantly improve the technical quality of the machines.



Racing department



care given to the weld finishes. Any sportsman can appreciate the feeling of safety, strength and flexibility of one of our hand-built machines capable of coping with all the stresses of the road and made to last and always keep you in the forefront.

The Bianchi Racing department in addition to producing machines for their official team is involved with the design and manufacture of the specialist models to satisfy the ever increasing group of enthusiasts wishing to own their individually built machine to suit their specific needs for pleasure or competition.

The various components of these machines are obtained from the best known manufacturing sources available. The frame is designed and built by specialists and is the key to

success or failure of the bicycle. The components of the basic frame (steering, horizontal bar, steering headstock, saddle support) are cut to suit the customer and joined together through a sequence of operations constantly monitored to prevent any possible distortion. The frame represents the "soul of the machine" and reveals the high and distinctive standards achieved by Bianchi. This is the result of careful planning, use of first class materials, accurate and superb workmanship, reflected in the

The tubing used to build the frame is of different gauges and manufactured in special alloy steel, produced by "Columbus". The use of this tubing results in a light frame with strength and resilience. The other components, headstock, brackets and wheel carriers, are

manufactured by Bianchi in special steel alloy and by means of micro casting. Other parts are supplied by the Campagnolo company.



How a frame is made



After cutting to size, the main components are fitted into a jig, lined up and tack welded together.



Alignment

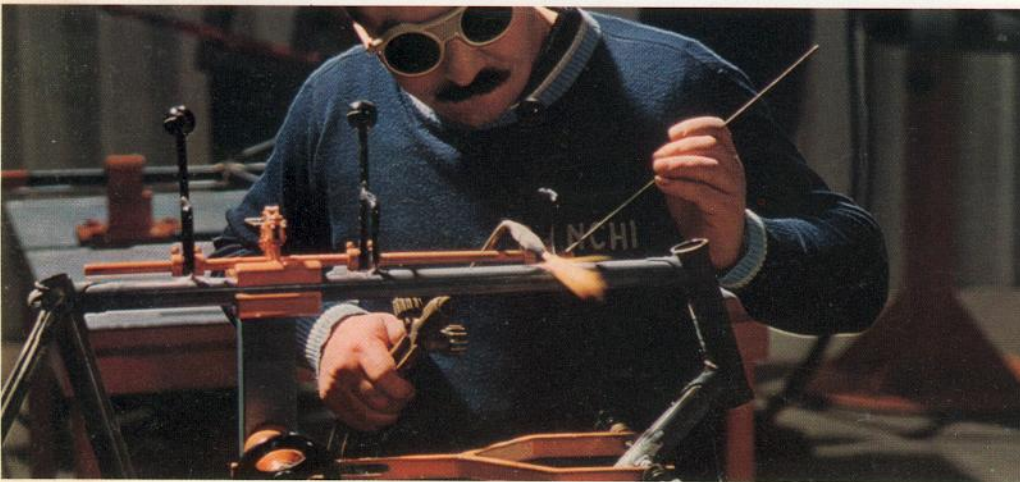


At this point the frame is checked for alignment and refitted in the jig again for the rear fork to be fitted. The fork is built with steel tubing suitably shaped at each end.

The complete frame is then placed in the jig and any misalignment up to one tenth of a millimetre is corrected.

This operations is repeated several times during the whole process.

The anular guides for brake, gear change and derailleur control cables are fitted to the frame.

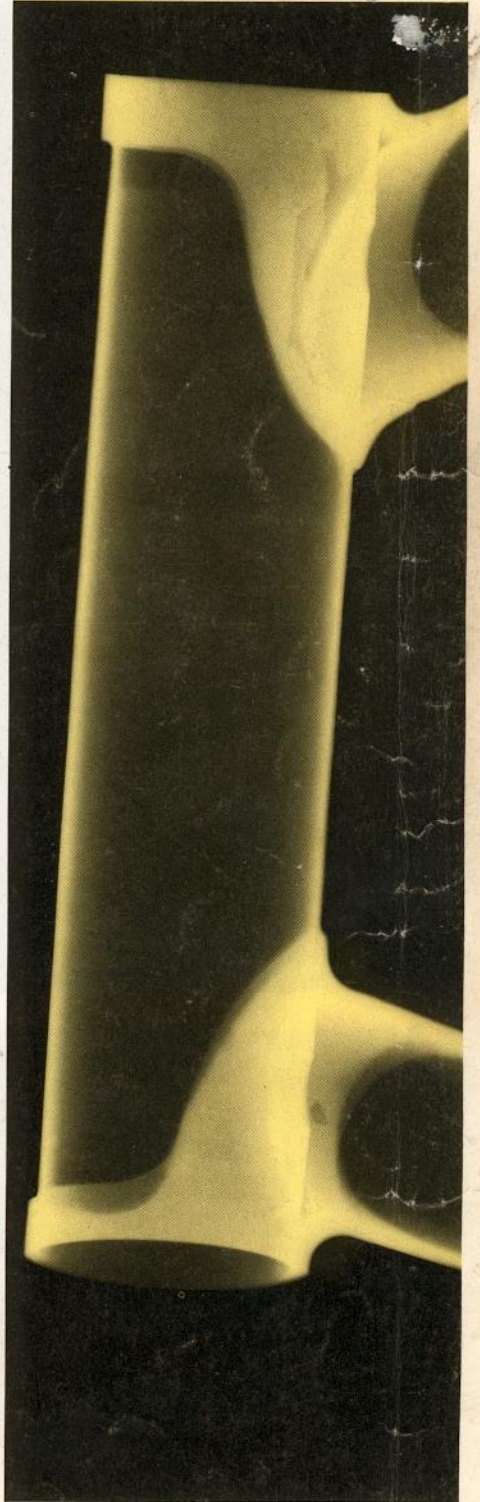
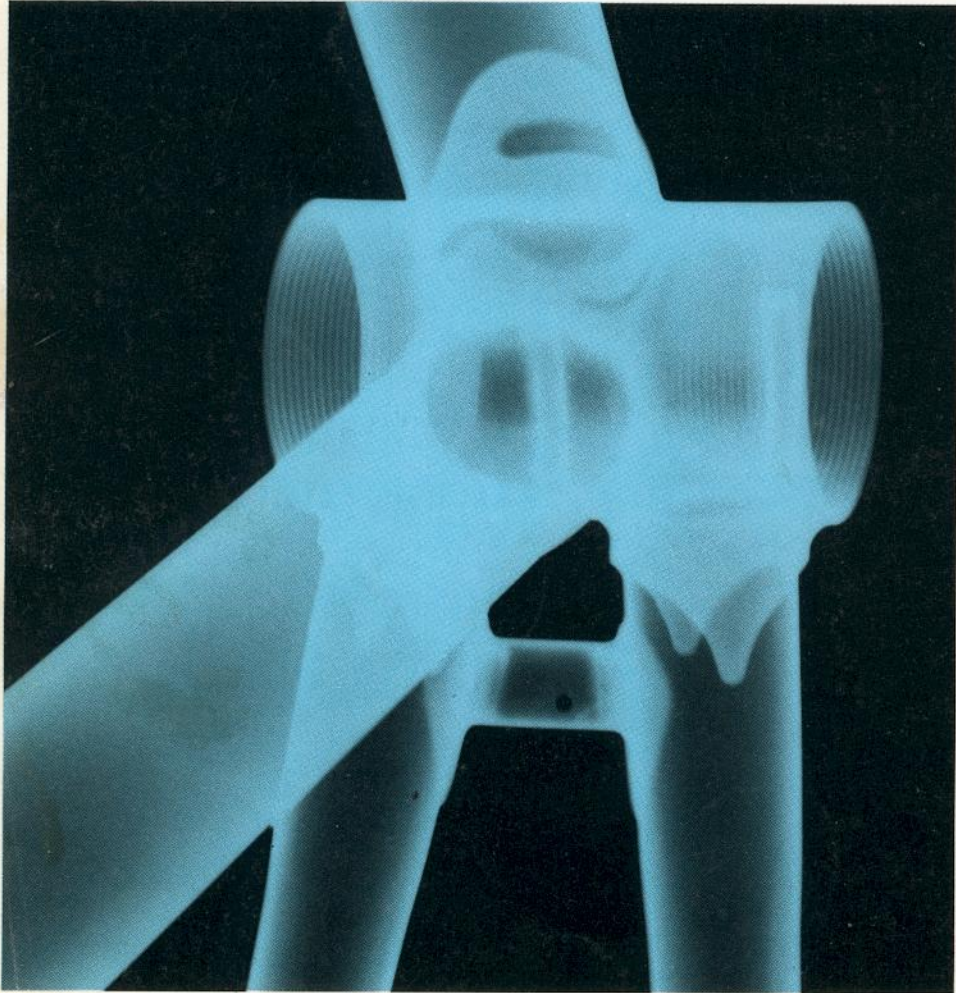


Welding



To obtain perfection, the frame is welded in a special temperature-controlled booth.

Deburring, filing, sand blasting, squaring and removal of any minor imperfections, are carried out and the frame is prepared for the chroming operation.



All welds are carefully tested by means of a modern X-ray machine. The complete bicycle is assembled. This pre-assembly operation ensures control of the general layout of the machine.



Nickeling, chroming and painting operation



All these operations are carried out with great care.

The parts which are most prone to possible corrosion, are dipped in a nickel bath, chromed and phosphatized.

This is the only time when our hand-built bicycles pass from the craftsman method of manufacture to be subjected to advanced techniques of standard bicycle production.

The hand-built technique restarts after the phosphatization and the frames are sent to a special spray booth for painting, which is different from the one used on the normal production line.

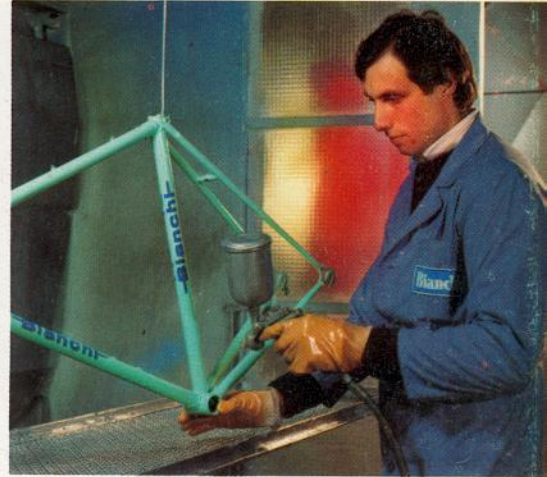


The operations of nickeling and chroming guarantee the best resistance to corrosion.

This procedure which is not normally carried out in standard production, is an added technical advantage.

The phosphatization process ensures better adhesion of the paint to the frame and at the same time forms a protective antirust film on the surface of the metal.

Before the painting takes place, all chromed parts are masked.



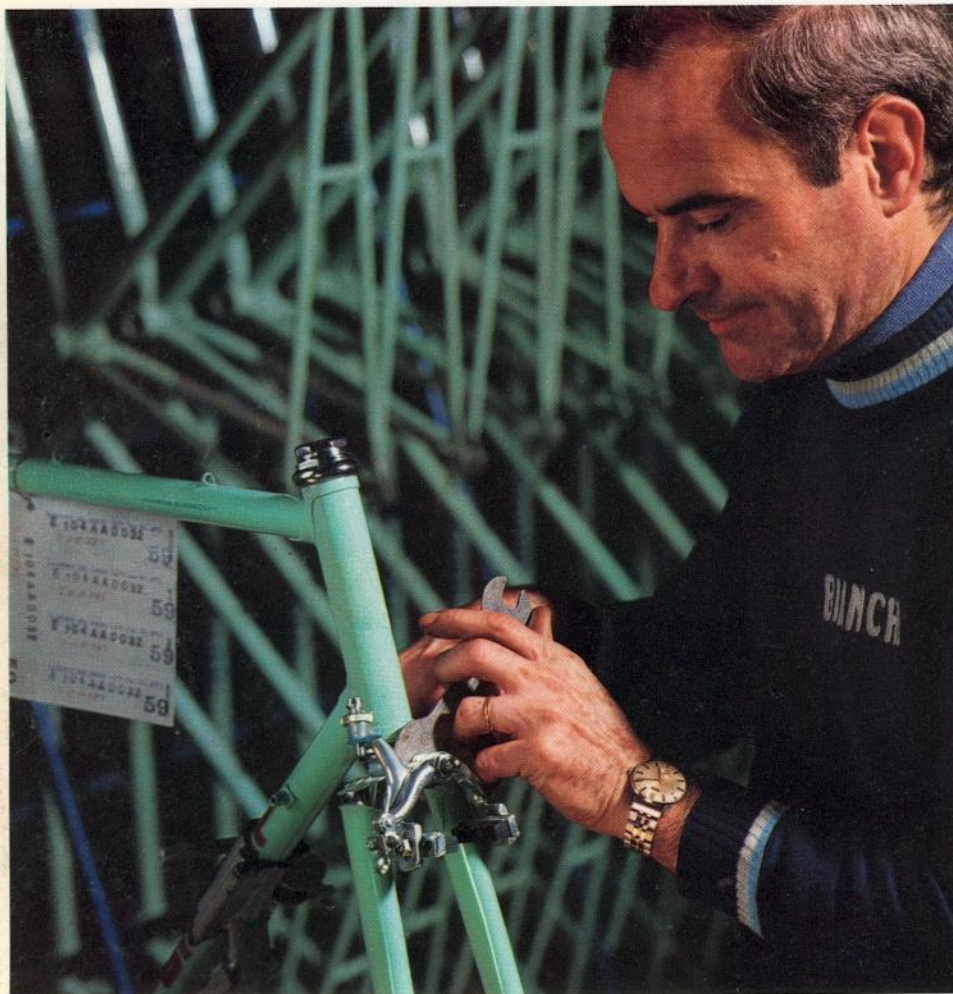
Before applying the "Celeste Bianchi" (Bianchi turquoise) several coats of undercoat are applied.

Transfers reproducing the brand are affixed and sealed with one coat of acrylic varnish. In this way the transfer is sealed by the varnish and cannot come off. After each operation (undercoat, topcoat and varnish) the frames are placed in a drying oven with controlled temperature.

The heat polymerises the paint, increasing its resistance.



Final assembling and testing



After the painting process the frames are returned to the Racing Department where they are fully assembled and tested.

All threaded holes are cleaned and the steering mechanism is assembled. The front fork which has gone through all the main frame processes is fitted in position.

The brakes are assembled, wheels complete with tyres, handle bar with brake levers and cables, saddle and chain are fitted to the bicycle.

Gears, wheels and derailleur are checked and set.

Felice Gimondi and Piero Piazzalunga watching the final steps of the assembling procedure. Their expertise represents the ultimate test to which the bike is submitted before delivery to customers.



The complete bicycle is then tested with particular attention being paid to the steering. At this stage the bicycle is ready to be packed and sent to the customer.



Hand-made bicycles

We have so far followed the creation of a special bicycle; machines associated with the names of great champions, Girardengo, Coppi, Gimondi, Baronchelli who made the name Bianchi the word for success.

The hand-made bike formula puts at the disposal of the enthusiasts a complete consultative, design, production and maintenance service.

The adjacent page shows a complete specification form giving all the necessary information required to manufacture "your" bicycle.

Measuring yourself accurately you will become the designer of the machine most suited to your needs.

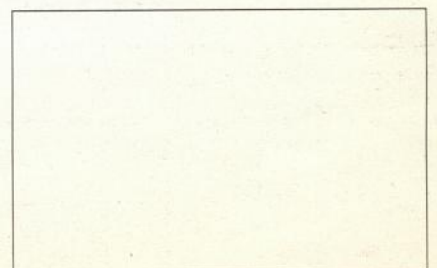
The form must be sent to "Reparto Corse" which will build your bicycle with the care normally reserved only for champions.

During the manufacturing process we will contact you to finalise details, or suggest any deviations from the original project, which we may consider advisable in the light of our experience.

Should you wish to own your dream bicycle and enjoy the technical superiority of a machine designed especially for you, thus reducing wasted energy, then complete the form and return it to us.

A unique, original and exclusive bicycle, capable of improving your performance on any road, with extreme comfort and safety.

An order form similar to the one printed on the next page, should be filled in with great care and sent to:



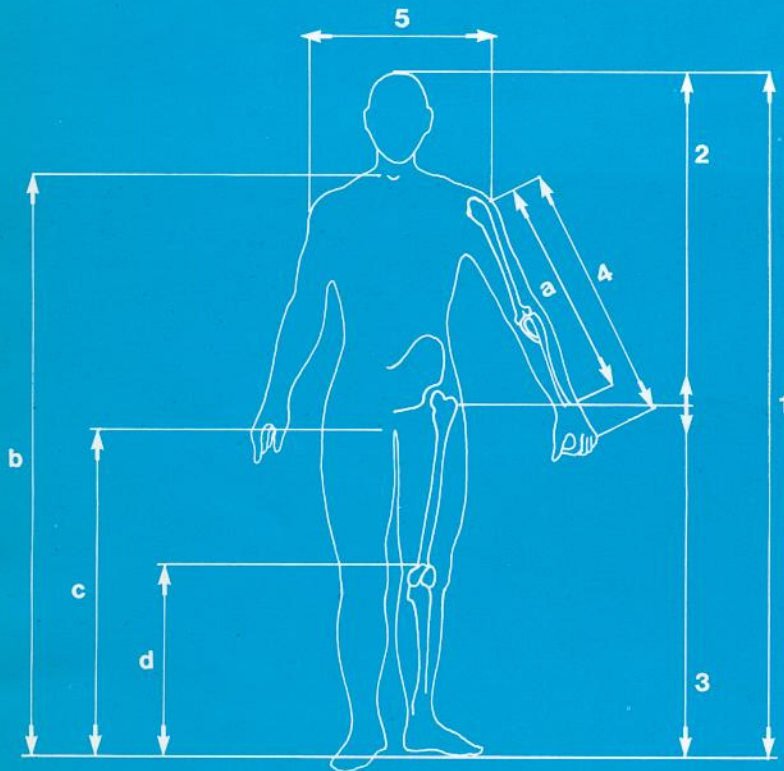
BIANCHI BICYCLES SPECIALISED HAND MADE

TYPE
 SIZE
 SERIAL No.

Name

Tel. No.

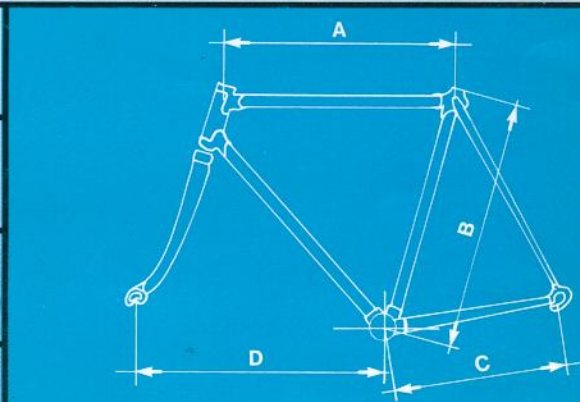
Address



- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- a _____
- b _____
- c _____
- d _____

DETAILS

HANDLE-BAR	Drop type : GIMONDI/ F. BELGA Width cm: 40.42.44.
HANDLE-BAR ATTACHMENT	cm: 8.9.10.11.12.13.
DOUBLE SPROCKET	Big : 50.51.52.53.54. Small : 41.42.43.44.
PEDAL CRANK.	Length mm: 170.172.5.175.
TOE CLIPS.	Short medium long
WHEELS	No. holes : 32 - 36
WHEEL RIMS	Colours : OR 10 Charcoal grey GP 4
CHAIN WHEEL No. teeth	<input type="checkbox"/> 13 14 15 16 17 18 <input type="checkbox"/> 13 14 15 17 19 21 <input type="checkbox"/> 13 15 17 19 21 23



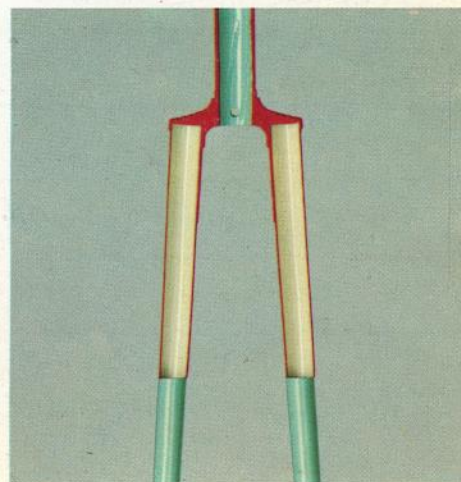
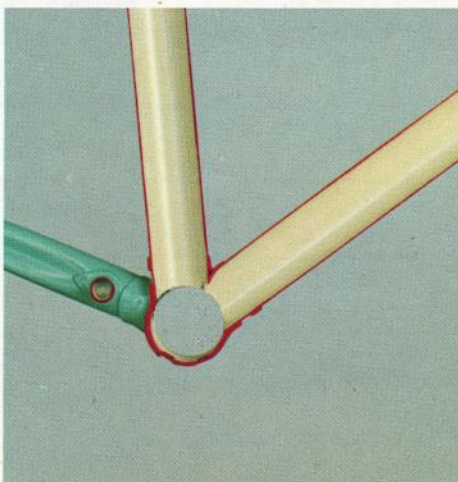
A	B
C	D

POSSIBLE VARIATIONS

Order No. Date Control Racing Dept. Date



The racing bicycles known as Super Corsa, Superleggera and Campione del Mondo are special machines with Campagnolo fittings, main frame and fork made with Columbus tubular sections. The above picture shows the specialist machine and a sectional frame showing the special tubing with different thickness walls and particularly the quality of the welding.



Italy's most prestigious industry in this field



F.I.V. Bianchi was founded in 1885 and is the leader in the bicycle manufacturing industry.

Bianchi design and manufacture in their works a complete range of bicycles-racing, sports, tourist, cross, normal and folding types-able to satisfy the needs of its wide clientele.

Bianchi: 400,000 machines produced in one year, of which 150,000 were exported.

The Bianchi works is divided into four factories, covering an area of 300,000 sm.

The head office is in Treviglio in the province of Bergamo.

Bianchi

the champions' bicycle

mod.
SPECIALISSIMA
CORSA PROFESSIONALE

