



Moto Guzzi: An Italian Excellence Born from the Genius of Military and Aviators

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Moto Guzzi is one of the icons of the global motorcycle industry, a story rooted in post-World War I Italy and distinguished by the fundamental contribution of its founders, all linked to the military world: sailors and aviators. The birth of the brand is an emblem of ingenuity, passion, and determination that continues to influence the world of two wheels to this day.

The Origins: An Idea Born in the Heart of the Navy and Air Force (1921)

On March 15, 1921, at the office of notary Paolo Cassanello in Genoa, the "**Società Anonima Moto Guzzi**" was established, with the intent to manufacture motorcycles and all related metalworking equipment. Among the founding partners were **Emanuele Vittorio Parodi**, a Genoese shipowner, his son **Giorgio Parodi**, and the great **Carlo Guzzi**, a former comrade of

Giorgio in the Air Service of the **Regia Marina**. Joining them was **Giovanni Ravelli**, an aviator and longtime friend, tragically deceased in 1919 during a test flight. It was to him that Moto Guzzi dedicated its logo: the **Eagle with outstretched wings**, a symbol inspired by the emblem of naval aviators. The brand thus became a fusion of passion for engines and aviation, in homage to the men who helped found the company.



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In 1921, the **first motorcycle** produced by Moto Guzzi was the **GP 500**, followed by a series of successes that marked the company's growth. In 1925, the Mandello del Lario plant began producing motorcycles in large quantities, reaching **1,200 units** per year thanks to a workforce of over **300 workers**. Just a few years later, in 1928, **Carlo's brother, Giuseppe Guzzi**, accomplished one of the most famous motorcycle feats, the **Raid to North Cape** riding a Moto Guzzi **Norge**. This adventure became a symbol of exploration and determination, still inspiring motorcyclists worldwide today.

The Peak of Production and Innovation (1930-1945)

Over the years, Moto Guzzi became **the largest motorcycle manufacturer in Italy**. In the 1930s, production was primarily directed to the **military market**, following demands during the wartime period. Models like the **Airone 250**, introduced in 1939, conquered the market with over **29,000 units** built. Military motorcycles, such as the Alce and the **Trialce**, were designed for the **Regio Esercito** and became symbols of resilience and innovation.



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The Era of Great Victories (1946-1967)

In the post-war period, Moto Guzzi definitively established itself in the world of motorcycle racing, winning numerous world titles. The Moto Guzzi **Gambalunga 500** represented the first post-war racing motorcycle, a model designed for mixed circuits. Moto Guzzi became famous for its motorcycles capable of competing in the toughest races, like the **8 Cilindri**, which reached **275 km/h**. Over the years, the Mandello house accumulated an incredible **palmarès** with as many as **14 world titles** and **11 successes in the Tourist Trophy**.

In 1954, Moto Guzzi opened one of the first **wind tunnels** in Europe, allowing for the testing of vehicle aerodynamics, a move that confirmed the company as a pioneer in technological innovation. The real technological leap occurred in 1967, when the **90° V2 engine** was introduced, designed by **Giulio Cesare Carcano**. This engine became an iconic symbol of Moto Guzzi, mounted on legendary models like the **V7** and the **California**.



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The Modern Era and the New Mandello del Lario Plant (2004-Present)

In 2004, Moto Guzzi became part of the **Piaggio Group**, a move that allowed it to recover and become a protagonist again in the two-wheel market. In 2005, models like the **Breva** and the **Griso 1100** were introduced, followed by other successful bikes like the **V7 Racer** and the **Stelvio**. Not only motorcycles, but also the [Moto Guzzi The Clan](#) became an international community of enthusiasts that continues to celebrate the myth of the Mandello house.

The historic Moto Guzzi plant in Mandello del Lario is undergoing a major transformation. The project, commissioned by the Piaggio Group and designed by architect **Greg Lynn**, aims to combine the motorcycle house's tradition with innovation. Some areas of the new plant are already operational, with the engine departments and vehicle assembly active.



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The new structure, located within the historic perimeter of the "Casa dell'Aquila", is designed to integrate efficiency and modernity, maintaining a connection with the historic pavilions. Recently, a new area has been created, which will house a canteen, kitchen, offices, and changing rooms for staff, leading Moto Guzzi towards a "model factory" with the aim of improving productivity.

The **Moto Guzzi Museum** will move to a new area recognizable for its roof inspired by the exhaust terminal of a Moto Guzzi. Here, over **180 historic motorcycles** will find space, including racing models, prototypes, and off-road vehicles, offering a unique experience for enthusiasts. This project marks a new chapter for Moto Guzzi, looking to the future without forgetting its roots.

Conclusions: A Timeless Italian Excellence

From a small workshop in Mandello del Lario to one of the most respected motorcycle manufacturers in the world, **Moto Guzzi** has built a history of **innovation**, **passion**, and **military successes**. The legacy left by its founders, men of the sea and sky, continues to guide the company towards a future that proudly celebrates the past, keeping the Italian soul intact in design and mechanics.

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