

# 1960 Moto Guzzi Hispania 75 (Cardellino)

Sold: £873 (\$1600)

Fiat executive Oscar Rava fled Mussolini's regime in Italy and settled in Spain in 1942.

He set up as agent for Lancia cars. Few people were buying quality cars back then and he started to market bicycles. In 1948 he negotiated a licence to manufacture small-capacity Moto Guzzis in Barcelona with Hispania added to the name.

Rava used a decentralised system of ordering manufactured components from external workshops then bringing them together for final assembly in his factory.

Many other manufacturers simply dusted off pre-war mopeds to offer to the public, but Moto Guzzi presented a new design – known as the Motoleggara 65 or the Guzzino.

This was no moped – the pedals had gone, it had a three-speed transmission and looked like a motorcycle. The Guzzino had a sophisticated 65cc two-stroke engine but incorporated a hand gear-change, girder fork and a throttle lever mounted on the handlebars.

The Cardellino (bullfinch) replaced the

Guzzino in 1954 and in 1956 the engine capacity was increased to 73cc.

Over the years the running gear was also improved, such as a foot gear-change, telescopic fork, a better frame, friction-damped rear suspension and full-width hubs.

Hispania models show small differences from the Italian manufactured bikes. For instance, this motorcycle has ISA Guzzi emblazoned on the side of the engine instead of Moto Guzzi, showing it to be of Hispania manufacture. The Spanish models were typically fitted with an

IRZ carby instead of a Dell'Orto.

The Cardellino was popular as it was reliable and gave a remarkably good ride, considering its somewhat primitive suspension. Engine capacity was increased to 83cc in 1962 and the model remained in production until 1965.

The bike presented at auction came from a private Spanish collection and was sold without paperwork.

Auction was held at the Donington Park Race Circuit, UK.

*From: H&H*

