

# The Museum of Modern Art

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RELEASE NO. 42

**ITALY: THE NEW DOMESTIC LANDSCAPE**

Design as Postulation

**Director: Emilio Ambasz**

**Mobile Environments**

**May 26, 1972 - September 11, 1972**

Mobile House

**Designer: Alberto Rosselli, collaborator Isao Hosoe**

**Patron: FIAT**

**Producer: Carrozzeria Renzo Orlandi, Carrozzeria Boneschi, Industria**

**Arredamenti Saporiti, with the participation of: Boffi, Valenti, Nonwoven, Rexedil**

This mobile environment is a lightweight capsule, expandable in four directions by means of telescoping runners, hinged floors and accordion walls. The surface of this environment, upon opening, is (including the terrace) over four times larger than in its closed, transportable condition. Each of the four walls is movable outward and forms the outer surface of a differing function: 1) double bunk beds, 2) wardrobe, 3) terrace (the wall itself folding down to form a terrace), 4) bathroom and kitchen.

The capsule is carried by a small vehicle which, when the capsule is on the ground, may be used independently by the family.

The designer has satisfied one of the requirements, which was that he design a mobile element that could form part of a present house, for example, by fitting in the garage of any suburban home, or by being an element which could be hoisted onto a high-rise structure and contribute its bathroom and kitchen functions to those of the apartment's sleeping units.

**Material: aluminum shell, carpeting, upholstered elements**

**Color: aluminum, blue, grey**

**Film for TV directed by CINEFIAT, collaborators Ernesto Prever and Osvaldo Marini.**

**Photo credit: Bodi-Lambi**

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**Arch. Alberto Roselli**

**Mobile House**

**GENERAL REPORT**

The idea of transforming, or better still expanding space is closely linked to the idea of the mobile house. The intrinsic mobility of the house-object transported

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from one place to another suggests that the reality of the object depends on two conditions -- movement and repose -- with their differing requirements.

Movement is conditioned by the circumstances intrinsic in transport, road conditions and safety, and demands a small, compact form. Repose means living, and thus maximum expansion of the potential in a living and technological space.

So that which is strictly habitable in vehicles designed for the road often turns out as a miniature of real living conditions, with all functions reduced to the very poor scale dictated by the road.

But we can surely overcome the limits of the mobile house by giving it a new form of expression, rediscovering in it the concept of the mobility of interior space, and its transformation and connection with other spaces.

Contemporary technology permits us to extend the field of mobility and expansion through the use of light materials and more highly developed machinery, and various types of transport by land and air.

I wish to propose the transformability of the house-object in conditions of space and technological organization, for these permit an increase not only in dimension but also in quality.

Together with this comes a proposal for a new way of using the land with the introduction into the landscape of more suitable living receptacles, which can be set up or removed within a wider safety margin; a proposal for the aesthetics of mobility and transformation as an alternative to a compact block either stationary, or on wheels.

It is indeed possible to envisage a house which can be transformed according to the various uses it will be put to, and which can eventually be completely reassembled.

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This means giving the house not only mobility, but also an interior life of its own, thus offering the user a psychological dimension of space responding to his own will, with the accompanying pleasure of living in it in different ways, according to the climate and its position in the landscape.

This mobile area can be transported by motor vehicle carrying up to 1,500 - 2,000 Kgs.

The total size of the vehicle together with the object to be transported have been kept within the limits allowed by the current European road regulations. During the journey the object is firmly fixed on the back of an open truck, from which it can be unloaded on arrival at destination, and placed on independent supports on the ground.

The area has been developed to contain spaces for use, modern conveniences, etc. and furnishings for five or six people. It is typified by its transformation potential from 10 sq. meters when in transit, to a maximum of 28 sq. meters when totally expanded.

This transformation takes place on all four sides using a simple system whereby the sides run along telescope guide lines.

Along one axis the expansion takes place by letting down two floors and lengthening two folding walls (made of plastic); along the other axis, two metal capsules containing services and closet run outwards.

All necessary furnishings for this area are stored in the interior space during transit, and thus when closed the area is a general container for furnishings and modern conveniences.

Two people can easily effect the expansion of the area without the use of special equipment.

When the area is open it offers various possibilities for arrangement and

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subdivision for both night and day use.

It can be divided into three basic areas:

- 1) Central area illuminated from above, with service and closet capsules opening onto it.

It is chiefly intended for day use, and as a general or dining area.

- 2) A back area with two folding beds and closets attached to the external walls. It can be shut off by drawing a curtain.

- 3) Front area connecting with central area and terrace. It is flexible, can be used as living area during the day, or as space for 2-4 beds at night.

The terrace panel can be drawn up to seal the area off.

Light plastic curtains allow a simple subdivision of this area according to the wishes of the users, or to allow different furnishing patterns.

The capsule is of aluminum throughout, and mounted on a steel frame to which are attached the guides for the mobile sections. The light materials used for both mobile and static structures are the fruit of technological research in the body work and aeronautics sectors.

The following are variants of the arrangement of the basic sections:

- 1) One wall only expandable.
- 2) Windowed wall as alternative to terrace.
- 3) Two bed walls with central or living area.
- 4) Joining of various capsules for more space and wider range of uses.

This mobile house could serve as a model for group or individual living. In built up and holiday areas the houses could be organized to use common mains and could be scattered over a vehicle-free stretch of land.