

1983-1984
Motocikel Tomos AT, BT-50 — v proizvodnji
od leta 1984 — izvoz pretežno Holandija



1983-1984
Tamos AT, BT-50 — in production from
1984 — export mainly in Holland

1984
motocikel Tomos AT, BT 50

1984
Tamos AT, BT 50 motorcycle

1986
sesalec za prah z glavo nastavkov

1986
vacuum cleaner with head
accessories

1984-1986
turistično vozilo HOBBY-BY

1984-1985
HOBBY - BY tourist vehicle



1988
motocikel Tomos BT-50N

1988
Tamos BT - 50 N motorcycle



1988
Motocikel Tomos BT-50 N — v proizvodnji
od leta 1989 —
izvoz Holandija, Avstrija

1988
Tamos BT-50 N motorcycle — in production
from 1989 —
export Holland, Austria

1984-1985
Turistično vozilo HOBBY-BY — v proizvodnji
od leta 1986

1984-1985
HOBBY-BY tourist vehicle — in production
from 1986

1985
moped avtomatik-86;
moped Top Tank Amerika

1985
A 3-86 moped automatic - 86;
Top Tank Amerika moped



1987
avtomatska meteorološka postaja -
Inštitut Jožef Štefan

1987
automatic meteorological station
- Josef Štefan Institute



1987
Avtomatska meteorološka postaja

1990
družina razpršilcev PING

1990
Družina razpršilcev PING —
v proizvodnji od leta 1990



1989-1990
Municipal street cleaning vehicle RIKO-45



1990
PING family of sprinklers —
in production from 1990

1990
family of sprinklers PING

1985
Tamos TT Bullet Amerika - v proizvodnji
od leta 1986 - izvoz za Ameriko

1985
Tamos TT Bullet Amerika - in production
from 1986 - export in USA

SPONZORJI - SPONSORS
INŠTITUT JOŽEF ŠTEFAN LJUBLJANA,
ARHITEKTURNI MUZEJ LJUBLJANA,
OBČINSKI SEKRETARIAT
ZA DRUŽBENE DEJAVOSTI
OBČINE KOPER,
CMC — DOMŽALE,
CIMOS KOPER,
ROSA DESIGN — KOPER



1992
Mobilna enota za intenzivno terapijo —
CIMOS MEIT — v proizvodnji

1992
mobilna enota intenzivne
terapije - CIMOS MEIT



1989-1990.
Komunalno vozilo za čiščenje ulic RIKO-45

Za svoja dela prejel številna priznanja in nagrade predvsem na mednarodnih bienalih industrijskega oblikovanja v Ljubljani. Sodeloval na pomembnejših oblikovalskih razstavah, najprej kot študent, pozneje na mednarodnih bienalih, specializiranih razstavah, sejmih, društvenih razstavah tako doma kot v svetu. Njegova dela objavljajo osrednja oblikovalska glasila v domovini in tujini.

1992
Mobil unit intensive therapy —
CIMOS MEIT — in production

1992
Mobile unit intensive therapy
- CIMOS MEIT

He has received a number of awards and recognitions for his work, mainly at the Biennial of Industrial Design in Ljubljana. He has taken part in important exhibitions of design, first as a student, later in international Biennial, specialized exhibitions, fairs, and group exhibitions, both at home and abroad. His work has been published in the principal journals of design at home and abroad.

SAMOSTOJNA RAZSTAVA V ZIMSKEM
VRTU PLEČNIKOVE HIŠE
19. MAJ—19. JUNIJ 1992



INDEPENDENT EXHIBITION IN THE
WINTER GARDEN OF PLEČNIK'S HOUSE
MAY 19—JUNE 19, 1992

Mejna pot 6
64000 Koper
Slovenija

Rosa

VPRAŠANJA NEURESNIČENEGA OPUSA

ALI
ZAKAJ NEKATERE BOLJŠE
ZAMISLI TAKO DOLGO
ČAKAJO NA IZVEDBO

A QUESTION OF AN UNREALISED OPUS

OR
WHY SOME BETTER IDEAS
WAIT SO LONG FOR
REALISATION



Pričujoča razstava ima dvojni namen. Predstavlja želi najvidnejše dosežke zelo nadarjenega oblikovalca Igorja Rose, hkrati pa v večjem delu razstave prikazati še vrsto zamisli, ki niso bile nikoli uresničene ali pa so bile uresničene z zamudami, ki jih ni več let. Težišče razstave je v drugem delu, saj gre avtorju za to, da bi se obratili neuresničenim idej zamislili vsi tisti, ki jim je kaj do razvoja domačega industrijskega oblikovanja, se poglobili v vzroke za ponavljajoče se neuspehe, ki seveda niso povezani zgolj z Rosovim imenom, marveč so prej kot izjema stalnica slovenskega industrijskega oblikovanja in da bi naposled kaj storili da bi bilo takšnih in podobnih

The present exhibition has a dual purpose. It wishes to present the most visible achievements of a very talented designer, Igor Rosa, and simultaneously to describe in the major part of the exhibition a series of ideas which have never been realized or which were realized after a delay of ten or more years. The centre of gravity of the exhibition is in the second part, since it is true that the author would encourage through this series of unrealised ideas, all those who care about the development of Slovene industrial design to be more concerned about the causes of repeated failure. These are not, of course, connected only with Rosa's name but are a regular feature of Slovene industrial design, and the author's intention is that there should in the end be ever fewer of such and similar failures. Igor Rosa first questions why there is such a long path from idea to realisation in production and the final path of the product onto the market and thus to the user? Or expressed otherwise: why are a number of products not realised at the right moment and in the right form? (In passing — what in general does the right moment mean in this part of the world, and what does the right form mean?). And

1974
Študija ergonomije sedenja in dotikalnih površin voznika na motociklu T-175

1974
Study of the ergonomics of seating and contact of a motorcycle rider T-175

neuspehov vse manj. Igor Rosa se najprej sprašuje, zakaj sta tako dalgotrajni pot od ideje do realizacije v proizvodnji in končno pot izdelka na tržišče in s tem k uporabniku? Ali drugače: zakaj se številni izdelki ne realizirajo v pravem trenutku in v pravi obliki? (Mimogrede — kaj sploh pomeni v našem prostoru pravi trenutek in kaj pomeni v splošnem prava oblika?). Nazadnje pa zanj osebno še posebej ključna vprašanje: kda naj ima več besede pri presojanju, kakšna

finally, for him personally a particularly key question: who should have the most say in judging what kind of form, what kind of products might tempt the customer and be sure of success on the market: the designer or the company executive? Before trying to answer the question raised, we must with all these matters raise one more basic question: Why does the designer ask such questions and why are those who have caused his criticism and revolt apparently not at least



1986
Visokopodni avtobus AM — Avtomontaža

1986
Raised floor autobus AM — Avtomontaža

1986
Sesalec za prah z glavo nastavkov

1986
Vacuum cleaner with head accessories



1947
rojen v Podnanosu, Slovenija

1973-1977
obiskuje umetnostno akademijo v Benetkah in hkrati umetnostno univerzo Firence in Benetke

1983
enomesečno izpopolnjevanje na Kraljevem umetnostnem kolegiju (RCA) v Londonu na oddelku za avtomobilsko oblikovanje

Samostojni oblikovalec, član domačih in mednarodnih strokovnih združenj. Ukvarja se pretežno z oblikovanjem prometnih sredstev in dvokolesnih vozil.

POMEMBNEJŠA DELA

IN ZASNOVE:

1973
študija električnega skuterja, študija malega avtomobila in otroškega igrišča

1973-1974
motocikel Tomos 175

1973-1974
Motocikel Tomos 175 — predstavljen na salonih: Köln, Milano — 1976, 1977

1974-1975
zasnova sestavljive delovne mize; študija sistema mestnega vodnega prometa (postaje za beneške vaporene); študija koša za smeti in študija za sestavljivo gledališče na prostem

1978
študija za motocikla Tomos 90 in Tomos 50, študija samonosnega simetričnega okvirja za motocikle ter modulnega za mopede

1978-1979
moped III. generacije A1; sedež za mopede; sistem svetil

1947
born in Podnanos, Slovenia

1973-1977
attended the Academy of Fine Art in Venice and simultaneously the international university of fine arts in Florence and Venice

1982
one month further training at the Royal College of Art (RCA) in London in the department for automotive design

Freelance designer, member of domestic and international professional associations. He is mainly involved in the design of vehicles and two wheel vehicles.

MOST IMPORTANT WORK

AND PROJECTS

1973
study of an electric scooter, study of a small car and children's playgrounds

1973-1974
Tomos 175 motorcycle

1973-1974
Tomos 175 Motorcycle — presented on Motorshows: Köln, Milano — 1976, 1977

1974-1975
plan for the composition of a working table; study of city water-borne traffic (station for Venetian vaporenas); study for a rubbish bin and study for the construction of an open air theatre

1978
Studies for Tomos 90 and Tomos 50 motorcycles

1978-1979
third generation moped A1; seat for moped; lighting system in combination with an armature plate for motorcycles and mopeds



Mejra pot 6
66000 Koper
Slovenija

igor rosa

v kombinaciji z armaturno ploščo za motocikle in mopede

1980-1982
moped Tomos A11; preoblikovanje motocikla Tomos 80 in 50; ščitnik za mopede

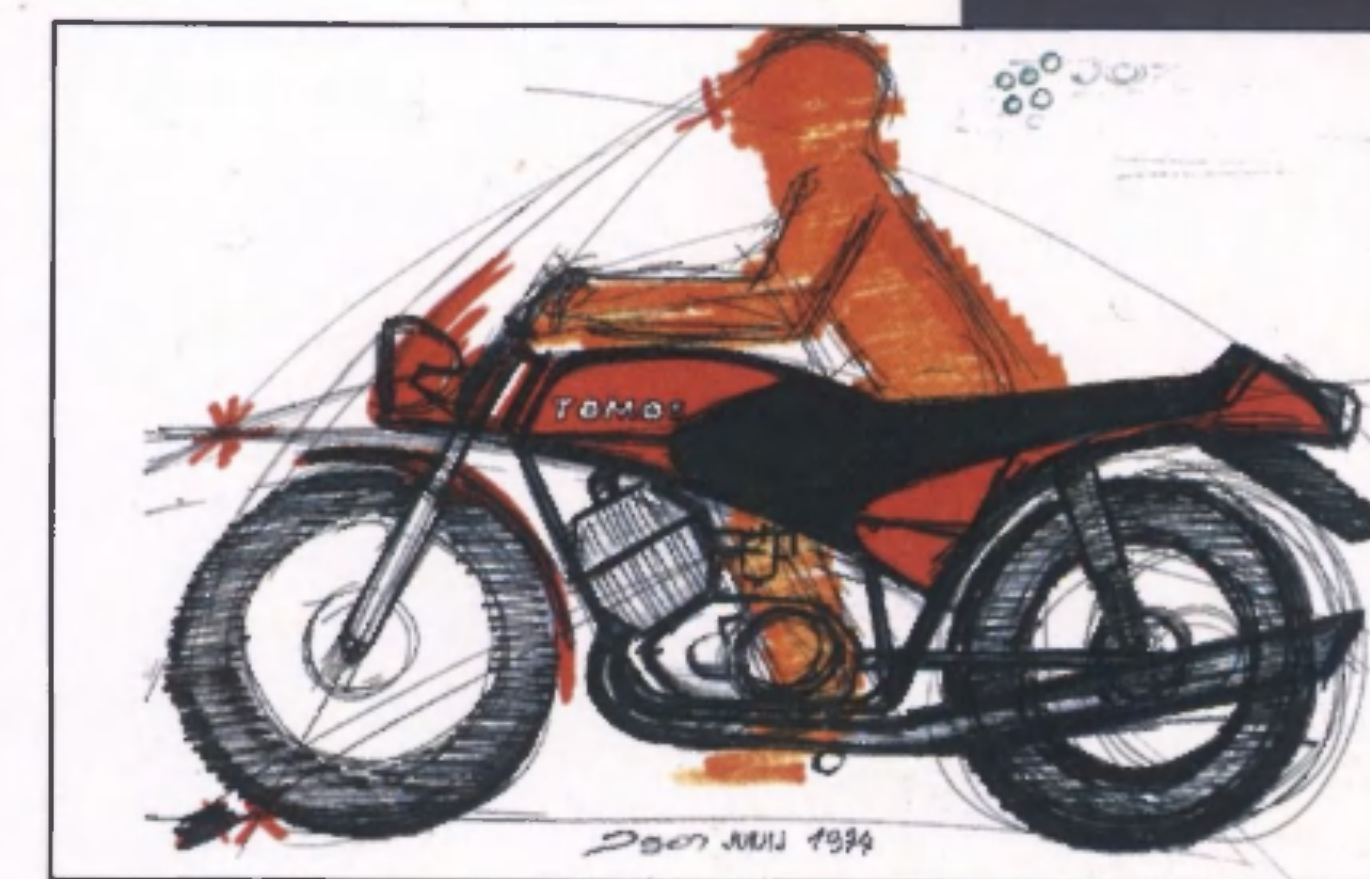
1982
študija za trikolesnik - RCA

1983
oblikovanje motociklov Tomos AT 50 in ATX 50

1980-1982
moped Tomos A11; redesign of Tomos 80 and 50 motorcycles; protective device for mopeds

1982
study for tricycle - RCA

1983
design of Tomos AT 50 and ATX 50 motorcycles



1974
Skica kompozicije motocikla T 175

1974
Sketch of the composition of motorcycle T 175



1983-1984
Risba ATX, NTX

1983-1984
Sketch of ATX, NTX



1983-1984
Motocikel Tomos ATX 50 — v proizvodnji od leta 1984 — izvoz pretežno Holandija

1983-1984
Tomos ATX 50 motorcycle — in production from 1984 — export mainly in Holland