



The **I**SO Adventure  
Avventura







Some views and details of the little Iso off-road whose chassis was punched with the number 100001 as a reminder of its project number. The Tippers side panels reveal the attention paid to making it an easy-to-load transport vehicle, suitable for agricultural contexts.

Designed by Pierluigi Raggi between 1960 and 1961, it was built in a single unit in the Bresso plants: it is an off-road vehicle for agricultural use with four seats, open bodywork, traction on the rear wheels and independent suspensions on the four wheels. The project envisaged an agreement with Fiat for the supply of the 500 Giardiniera's "flat" engine (with cylinders parallel to the ground): the prototype was thus subjected to analysis in Turin, but finally the proposal made to Iso was to enter the Fiat orbit which intended to take control of it. This condition did not please Commander Renzo Rivolta who renounced the vehicle production, leading his company future business towards the production of luxury cars.

#### Technical specifications:

Load-bearing body made of welded steel sheet -  
 4-stroke flat rear twin-cylinder engine - Cyl. 499.5 cc  
 - 17.5 hp at 4600 rpm - carburetor - 4-speed manual  
 gearbox (+R) - drum brakes.

Length 3,390 mm - wheelbase 1,800 mm - width  
 1,460 mm - empty weight 6.5 q - payload  
 4.0 q.



# THE ISO-FIAT "OFF-ROADER" PROJECT



The second half of the 1950s saw a drastic drop in sales of light motorcycles, and the mere production of scooters and three-wheelers did not offer the prospects that Commander Rivolta sought for his

company. At the end of this decade, therefore, new opportunities were being explored and an idea that took hold was to produce a small rear-wheel drive off-road vehicle, for use in rural areas.

Discarding the idea of a 2-seater model with the classic split-cylinder engine, the choice fell on a vehicle in the style of the Austrian Puch Haflinger. The engine was the "flat" one of the Fiat 500 for which the Iso partnered with the Turin company, even if Iso maintained the entire development of the vehicle, between 1960 and 1961. A single prototype was built but it was never put into production due to the lack of agreement between Iso and Fiat.





# PROTOTIPO ISO 100.000 1961



Progettato da Pierluigi Raggi tra il 1960 ed il 1961, venne realizzato in un unico esemplare negli stabilimenti di Bresso: si tratta di un veicolo di tipo fuoristrada per uso agricolo a carrozzeria aperta, trazione sulle ruote posteriori e sospensioni indipendenti sulle quattro ruote.

Il progetto prevedeva un accordo con Fiat per la fornitura del propulsore "a sogliola" (i cilindri sono paralleli al suolo) della 500 Giardiniera: il prototipo venne così sottoposto ad analisi a Torino, ma alla fine la proposta fatta alla Iso fu quella di entrare nell'orbita della Fiat, che intendeva prenderne il controllo. Tale condizione non piacque al Commendator Renzo Rivolta, che rinunciò alla messa in produzione del veicolo, orientando il futuro business della sua azienda verso la produzione di auto di gran lusso.

## Specifiche tecniche:

Carrozzeria portante in lamiera d'acciaio saldata -  
Motore bicilindrico posteriore "a sogliola" a 4 tempi  
- Cil. 499,5 cc - 17,5 cv a 4600 giri/min - carburatore -  
cambio manuale 4 marce (+R) - freni a tamburo.

Lunghezza 3.390 mm - passo 1.800 mm - larghezza  
1.460 mm - peso a vuoto 6,5 q - portata utile 4,0 q.



Vedute e particolari del piccolo fuoristrada il cui telaio venne punzonato col numero 100001 a richiamo del suo numero di progetto. Le sponde laterali apribili rivelano l'attenzione posta per farne un veicolo da trasporto facile da caricare, adatto a contesti agricoli.

