



## "Villa d'Este Style, Vintage Yachting"

13<sup>th</sup> September 2025





The Boats exhibited by the Museo della Barca Lariana in the Gardens of Villa d'Este

## GLAUCO

Eugenio Vidoli, Stresa, 1933

Elegant mahogany hull. Equipped with a prestigious original Alfa 1750 engine and a small auxiliary Elto outboard motor, notable for its extremely rare foot-lifting system, which, when not in use, was secured with a leather strap.

A boat of extraordinary museum value, preserved in excellent condition with all original parts intact.

The boat was discovered in a warehouse in Novara, where it had been stationary for many years. During the war, however, it was used on Lake Como and stored at the Enrico Mostes Shipyard of Amos Matteri.

Documents show that, during those years, the boat was used by Claretta Petacci.

Hull length: 490 cm – Maximum width: 155 cm.





## FORTUNATO

Taroni, 1923

Fortunato is named after the son of its owner, Commendatore Ercole Poletti. The Poletti family owned a linen processing business in Lesmo, producing tablecloths and bed linens for large hotels. They had a villa in Argegno with a large boathouse. In addition to the motorboat Fortunato, they also owned a Carlesi launch, a rowing skiff (jole), a pedal boat, an Inglesina (a small elegant boat), and a Taroni motorboat named Ercole.

Fortunato Poletti was passionate about boating and sports. He was the first President of the newly founded Italian Water Skiing Federation on November 12, 1950, originally named Unione Italiana Sci Nautico.

The Fortunato was originally equipped with a Volpi engine, later replaced by a Fiat 514. It was registered with the number plate 322M and could carry seven passengers.

Hull length: 608 cm – Maximum width: 145 cm.





## DULCINEA

Lancia Inglesina. Shipyard.: Luigi Taroni, 1920

Dulcinea is a typical Inglesina, in both size and shape, although it features some original elements. A distinctive characteristic of Dulcinea is the shape of the stern, designed to incorporate the outboard engine within a small well. The result is a setup similar to a small motorboat, with a covered foredeck and the characteristic starboard-mounted tiller—also an original feature. This steering solution is a hallmark of boats from the Taroni shipyard, almost a signature style, especially used on large launches—the best example of which is the motorboat Lario, also housed at the Museum.

Another unique feature is the small removable mast, allowing for the use of a support sail, which is still original and included. The sail is managed with a sheet and two original brass cleats located in the owner's seating area.

Typical of an Inglesina is the rectangular sunshade, supported by three vertical poles—two at the stern and one at the bow. Everything is original except for the cotton canopy cover, which has been faithfully reproduced. All seat restorations were done in respect of the originals, using the original horsehair padding. The fabric used is the same as that found in a roll of cloth that had fortunately been kept in reserve.

Dulcinea was fully restored in two phases: by the Leopoldo Colombo Shipyard in 1991, and by the Erio Matteri Shipyard in 1995.

Hull length: 640 cm – Maximum width: 150 cm.





007

Giacomo Colombo, 1964

Prestigious inboard motorboat from the Cantieri Colombo, equipped with a 400 hp Interceptor 4-stroke engine, 8 cylinders, 5000 rpm. It could reach a speed of 120 km/h.

Giacomo Colombo, the master shipwright, is the true self-made man and the soul of the shipyard. From a young age, he learned the craft at the Larian shipyards Abbate and Cranchi, then further honed his skills at the prestigious Riva shipyard in Sarnico.

In 1962, he obtained the RIVA dealership for Menaggio. Here, Colombo gained the awareness and technical knowledge that would drive him to break away from the parent company to embark on his own adventure producing pleasure boat hulls.

Since then, Colombo has designed and built boats that, for their class, have been called the Rolls-Royce of the sea. Colombo built the Pucci 1st, 2nd, and 3rd models, as well as the 007, and later three Levi boats.

The boat, perfectly balanced, sailed without creating a single wave, and the old Riva had said he had never seen a boat navigate like that. Engineer Riva had somewhat fallen in love with the 007, so Colombo brought it to Sarnico on a truck because they thought of producing a certain number of units, but in the end, nothing came of it.

Hull length: 490 cm – Maximum width: 155 cm.





## LAURA I

Shipyard Abbate, 1952

The Laura I° owes its name to the beloved daughter of its sole and great pilot, the champion Mario Verga, who was already driving the fast boats of the Cantieri Abbate with the motorboat *Balbianello*.

A passionate artist, he established his talent as a designer in the thriving textile industry of Como, but speed and the desire to push beyond limits were his priorities. Once Mario Verga obtained from Alfa Romeo the 159 engine, the Formula 1 World Champion engine, he turned to Guido Abbate and commissioned a three-point hull to break the one-hour speed record. Guido Abbate built the Laura I° in just two months. It proved to be a masterpiece of modernity, solidity, and safety. On February 15, 1953, Mario Verga and the Laura I° managed to break the speed record in the 800 kg class, previously held by Ezio Selva, raising it from 194 km/h to 226 km/h.

Holder of great successes, record-holder, and World Champion, Mario Verga was one of the most brilliant drivers in the history of powerboating. His partnership with the Laura I° remains one of the most legendary in the history of the sport.

Hull length: 490 cm – Maximum width: 170 cm

