

Wolf

Racing Cars

MAGAZINE

#5 May 2025

Young talents, legendary challenges, international success. The future is racing... on four Wolf wheels.



1976

The Wolf brand makes its appearance in motor racing in **1976**, when the Canadian **Walter Wolf** founded **Walter Wolf Racing**. The team takes part in the **Formula 1 World Championship** for four years between 1976 and 1979 with several drivers, including the names of Jody Scheckter, Keke Rosberg and James Hunt: **3 wins (including one at the debut), 1 pole position, 2 fast laps, 13 podiums and 79 points** are the palmares of that period. Parallel to his commitment in Formula 1 in 1977, **Wolf builds a Can-Am car with covered wheels**.

2009

The characteristic **black-gold livery** makes its return in **2009**, when **Avelon Formula**, directed by **Giovanni Bellarosa**, decides after acquiring the rights to create an innovative project: **the Wolf GB08**. The car, a Sport Prototype in the CN2 class, powered by a 2-litre Honda engine, is built with great ambition and aims to open a new era in the category.

2010

The track debut takes place on April 25th 2010 at Misano World Circuit, on the occasion of the opening round of the Italian Sport Prototype Championship. **Ivan Bellarosa** dominates the whole weekend, establishing the **pole position in qualifying and winning the first of a long series of victories**. During the season, the Wolf GB08 has no rivals and in October, Bellarosa graduates as **Italian Champion**, after starting from the front row and three times from pole position, taking two wins, seven second places and five fastest laps in the race. In the same month, also comes the **first international success** with the affirmation in the **Eurosport Prototypes Series**.

2011 / 2012

After winning the Italian Sport Prototype Championship in 2010, **the Wolf GB08 CN proved unbeatable** in the 2011 and 2012 seasons of the **FIA Speed Euroseries**, but will also win the **Asian Le Mans Series**, the **Belgian Belcar Championship** and the **Australian Prototype Series**, managing to win and set records in every competition, which sees at the start CN class cars from **Vdev** to the most prestigious endurance competitions such as the **12 hours of Abu Dhabi** and the **24 hours of Zolder**, without forgetting the **victory of Pikes Peak in 2019**, while there is no lack of attention also from VIPs, such as the drummer of the band Travis, Neil Primrose, who personally orders a Wolf GB08.

2013 / 2014

In the 2013-2014 biennium, the Wolf GB08s will **win the Portuguese CSP and the Austro-German SCC** in the division 2 championships, while the factory's focus is on the production of new models to best meet the needs of the **American and Asian markets**, with production also starting hillclimb races. Among the various new models, the Wolf GB08 stands out, which obtained the 2005 FIA Formula 1 homologation.

2015

On June 14, 2015, **Wolf Racing Cars** participates in the **83rd edition of the 24 Heures du Mans** and in November, after having triumphed with its Wolf GB08 in the **Belgian Belcar Championship** and in the **Endurance Champions Cup**, Wolf Racing Cars also enters its name in the Golden Book of the **6 Hours of Rome**, the most prestigious Italian Endurance competition.

2016

In 2016, Wolf Racing Cars begins the development work on the **1.6 Turbo Power Unit** and on May 29, at the Enzo and Dino Ferrari Circuit in Imola, a **Wolf GB08 becomes the first CN-approved Sport Turbo car to win a competition**. During the year, the Wolf two-seaters repeat the victory in the Endurance Champions Cup, while **in the United States**, John Morris and Ron Eckardt achieve several **successes in the Spring Mountain Racing** series, allowing Ron Eckardt to be crowned champion with his Wolf GB08 SM in the LSR2 class.

2017

The big news of 2017 is called **Wolf GB08 Tornado**, brand **new two-seater Sport**, which debuts in March in Australia, immediately impressing for aesthetics and performance, allowing **Ivan Bellarosa to graduate Italian Sport Prototype Champion 2017 with 11 wins out of 12 races**. The new Tornado imposes itself in various Endurance competitions, including the 3 Hours of Imola and at the 6 Hours of Rome, it's the Tornado itself that gives Wolf Racing Cars **the Pole Position number 100 of its history**.

2018

In 2018, as right recognition of the quality and performance of its cars, comes the decision of the Italian Automotive Federation to choose **the new Wolf GB08 Thunder as the only Sport Prototype allowed to compete in the Italian Championships** to be held from 2018 to 2022.

2019

2019 is the year of the consecration of the **Wolf GB08 Tornado**, which becomes **the world reference for the category**. It also proves to be faster than the LMP3 class cars. The car is perfect for Endurance competitions, as evidenced by the Championships **won in the French Ultimate Cup Series**, the Italian 2h Endurance Champions Cup and in the Middle East Champion, which raise **the Wolf Racing Cars score to 137 victories, 124 Pole Positions, 117 fastest laps in the race and 13 Championships won**.

2020

In January 2020 an important agreement was signed with Ford Motor Company which makes Wolf Racing Cars "Specialty Engine Builder", of the American manufacturer, and therefore the beginning of a technical and commercial collaboration that will see **the Extreme version of the Wolf GB08 and the Wolf GB08 Tornado powered by the 5.2 Ford V8 engine**, making its debut later in the year.

2021 / 2022

In 2021 and 2022 the Extreme great success is certified by the **victories in the Speed Euroseries Championship in the U.S. Series NASA**. In the meanwhile the **Wolf Thunder** is always a brilliant **protagonist of the Italian and French Championships**, and makes its **debut in the one-make series Indian Racing League**. It also obtains the overall victory in the Coupe De France. In January 2023, the **Italian motorsport federation (ACI Sport) choses the Wolf Thunder as the exclusive car for its Junior Hill Climb Championship**.

2024

2024 marked the year of the **new factory**. The new building has three floors. The first houses the design team, the assembly area for new cars, and the engine department plus a test room, as well as the Racing and R&D departments. The second level accommodates the spare parts warehouse and serves as a central hub for the logistics team. Finally, the third floor is dedicated to the team's management and marketing offices, plus a small car museum, conference and meeting rooms, and a customer reception area. On the new models front, the **Raiden** was born, and it was immediately **chosen by the Italian Federation to enliven the Italian Sport Prototypes Championship from now until 2028**. The **Pikes Peak 2024** project was born from a collaboration with Swedish engine manufacturer **Aurobay**. There, the **official Wolf GB08 Mistral** powered by the Swedish turbocharged four-cylinder engine **won the Unlimited class**, narrowly missing a fifth overall victory for Wolf Racing Cars at the Colorado classic. These results bring the Wolf Racing Cars tally to **177 overall wins, 184 pole positions, 171 fastest laps, and 17 championship titles**.

#5

May 2025



Dear readers,

The **Italian Sports Prototype Championship** roared into life at **Misano**, immediately lighting up the new season and treating us to powerful emotions and significant confirmations. From the outset, it was **Simone Bianco** who stole the spotlight, the undisputed **protagonist of the weekend** with a stunning double victory, dominating both races. A result that rewards the talent and determination of a driver that is constantly growing, but which holds an even greater significance for us: Simone is the winner of the **Steering Wheel** contest and a proud member of our **Wolf Academy**. His success is the success of a project committed to nurturing the champions of tomorrow through hard work, vision and passion.

Another major triumph comes from the **Volante Super Salita** format, which selected 20 drivers from over 100 applications for an intense and highly competitive journey. Emerging victorious was **Luca Guerra**, who, with grit, speed and intelligence, secured the final win and earned the right to compete in the full Super Salita championship season free of charge. A key milestone, marking the beginning of an adventure well worth following.

Within the hillclimb racing scene, **Filippo Ferretti** also made a name for himself, delivering an impressive performance at the **Trofeo Vallecamonica**. His determination and growing connection with the car give us great confidence heading into the upcoming challenges.

And while our drivers push the limits in Italy, strong signals are also coming from the other side of the world: the Wolf cars fielded by our dealer Jam Motorsport got the **Australian Sport Prototype Series** off to a flying start, once again confirming the international acclaim for our models and the construction philosophy that defines us.

From circuits to hairpins, from academies to international series, our vision continues to translate into performance, growth and passion. And this is just the beginning.

Juri Weisz



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FORMULA REGIONAL ENDURANCE
CAMPIONATO ITALIANO GRAN TURISMO ENDURANCE

CarP
gruppo

ella dolce vita

Prototipi
Campionato Italiano Sport
PROTOTIPI



Round 1
MISANO ADRIATICO
Pole Position
Simone BIANCO
Race 1, winner:
Simone BIANCO
Race 2, winner:
Simone BIANCO



Misano Adriatico: a new generation is born!

Bianco steals the show with a legendary double win, but it is the entire Wolf Academy talent pool that commands the stage. A silent revolution? No – it is an earthquake.

MISANO ADRIATICO – If anyone still had doubts about the future of Italian motorsport, **the opening weekend of the 2025 Italian Sports Prototype Championship** swept them away with the force of two races destined to go down in the series history. At the **'Marco Simoncelli' World Circuit in Misano**, the curtain rose on a long-**anticipated revolution**—yet few expected it to arrive with such impact and clarity from the very first green light.

A new **generation of youngsters**, propelled by the **Wolf Academy** project and hand-picked through the ambitious **Steering Wheel Award** programme, burst into the paddock with the resolve and talent of those no longer willing to stay in the pits. The result? **A fairytale double win for Simone Bianco**, born in 2007, on his absolute debut in car racing. Change is no longer just a possibility – it is a reality.

A format looking to the future: the Steering Wheel Award.

The first great credit goes to the structure conceived and championed by **Wolf Racing Cars**, in synergy with **ACI Sport** and **Marco Rogano**, to **rejuvenate and relaunch the championship**. The **Steering Wheel Award** – now nicknamed the **'turning point steering wheel'** – offered a **full season in the series, completely free of charge**, to the best young Italian and international kart drivers. Candidates faced selective tests, technical assessments, and on-track performance evaluations. From an initial shortlist of 47 potential names, **20 were selected**. These finalists underwent a training session at the Wolf Racing Cars factory followed by a **two-day test on a track at Magione**, where a proprietary **algorithm** developed by the Lombardy-based team **analysed learning curves and long-term potential – not just the fastest lap times**.

The standouts? **Christian Canonica**, **Giacomo Maman**, and **Simone Bianco**. Also among the best were **Alberto Fulgori Jr.** and **Luca Esposito**, who, together with **Victor Ionescu**, are part of the **Wolf Academy** – alongside **Celian Galassin** and **Federico Sbardellati**. A kind of college for drivers, where they delve into topics from vehicle dynamics to the many challenges they will encounter throughout their racing careers. The goal: to build future professionals. A true **'youth national team'** of **prototypes**, entrusted to leading squads like **Avelon Formula**

– a true technical and sporting powerhouse – and supported by Wolf's official factory team.

Free practice and qualifying – A northern wind blows onto the track.

From the free practice sessions on Friday, it was clear something had changed. **Simone Bianco**, who had never driven a race car before, **set the fastest time** in both sessions, displaying a composure and precision at the wheel that felt almost predestined. His **Wolf GB08 Raiden**, powered by an **Aprilia RSV4** engine, danced through Misano's corners with perfect balance. But Bianco was not alone: Victor Ionescu – Romanian by birth, but by now Italian in sporting spirit – consistently positioned himself among the frontrunners, followed closely by Maman and Canonica.

On Saturday morning, the first verdict came in during official qualifying: **pole position for Bianco (Avelon Formula)** with a blistering 1'35"392, at an average speed of 159.485 km/h. Lining up next to him on the front row was **Ionescu (Avelon Formula)**. On the second row, **Luca Verdi** – who has not lost the edge he showed last season in TCR DSG – now racing with **Emotion Motorsport**. Alongside him, **Alberto Fulgori Jr.** – the youngest of them all at just 16 – driving for **Bad Wolves**.

The third row featured another young star, Swiss driver **Christian Canonica (Avelon Formula)**, and the reigning champion **Davide Uboldi (Emotion Motorsport)**, who warned ahead of Race 1: *"I've got a strong race pace"*, he stated. A 'threat' to the youngsters ahead of him.

On the fourth row: a familiar face in the category, **Andrea Frizza** representing **V-Action**, and Frenchman **Mathéo Lienard**, one of the young hopefuls from **Luxury**. Unfortunately for him, there is no automatic pole for Sunday's race, as from this season the grid for Race 2 will be determined by reversing the top eight finishers from Race 1.

Race 1 – Bianco stuns the field, Fulgori Jr. surprises, Uboldi stands his ground.

At 14:40 on Saturday, the lights went out for Race 1 and the engines roared to life in the Italian Sports Prototype Championship series. Trouble for Ionescu on the grid – he would be forced to start from the pit lane. **Bianco** gets a clean start, takes a deep breath, and **bolts away**. In the opening three laps, he builds a small gap, while chaos erupts behind him: Uboldi, Fulgori Jr., Verdi, and Frizza swap positions and paint at every braking point. It is a strong showing from Verdi in his first experience

Misano
WORLD CIRCUIT
Marco Simoncelli



Round 1
MISANO ADRIATICO
May 3 | 4, 2025

Misano World Circuit

V. Daijro Kato, 10 - Misano Adriatico (RN)
Track length Km 4.226.

Pole Position:

Simone BIANCO in 1:35.392

RACE 1:

Laps 14 = 59.164 Km | Average 141.391 km/h

1	Simone BIANCO	in	25:06.397
2	Alberto FULGORI Jr.	at	0.561
3	Davide UBOLDI	at	1.282
4	Giacomo MAMAN	at	2.021
5	Christian CANONICA	at	2.962
6	Luca VERDI	at	3.525
7	Victor IONESCU	at	3.974
8	Omar MAGLIONA	at	4.979
9	Riccardo TARSİ	at	5.449
10	Luigi MASELLI	at	5.991
11	Michele LOCATELLI	at	6.894
12	Celian GALLASIN	at	2 laps
13	Matheo LIENARD	at	3 laps
14	Filippo LAZZARONI	at	3 laps
15	Andrea FRIZZA	at	4 laps
16	Luca ESPOSITO	at	5 laps

Retired

-	Chassaud GAUTIER	at	9 laps
-	Manuel DEODATI		-

Fastest lap:

Simone BIANCO, the 10th lap in 1:35.850

RACE 2:

Laps 13 = 54.938 Km | Average 141.447 km/h

1	Simone BIANCO	in	23:18.242
2	Giacomo MAMAN	at	0.540
3	Victor IONESCU	at	0.920
4	Davide UBOLDI	at	1.246
5	Christian CANONICA	at	1.894
6	Alberto FULGORI Jr.	at	2.367
7	Andrea FRIZZA	at	2.828
8	Matheo LIENARD	at	3.246
9	Riccardo TARSİ	at	3.830
10	Michele LOCATELLI	at	4.837
11	Filippo LAZZARONI	at	6.114
12	Chassaud GAUTIER	at	7.169
13	Manuel DEODATI	at	7.593
14	Luigi MASELLI	at	1 lap
15	Luca ESPOSITO	at	2 laps
16	Omar MAGLIONA	at	3 laps

Retired

-	Luca VERDI	at	6 laps
-	Celian GALLASIN	at	10 laps

Fastest lap:

Victor IONESCU, the 11th lap in 1:36.072

3



with rear-wheel drive cars, having been a title contender for the TCR Championship last season. Excellent start too from Giacomo Maman, who's already up to tenth from the back of the grid – aggressive and determined. Ionescu begins his comeback; he's the fastest driver on track. A superb move from **Fulgori**, born in 2009. After a cautious first stint, he throws caution to the wind: first, by overtaking Frizza, then, **setting his sights on Uboldi** – who had catapulted from the third row to second place at turn one with a brilliant launch – and **passes him through the Curvone in a manoeuvre worthy of applause**. It is not rookie recklessness, but a surgical overtake by a complete driver. The young Piedmontese slides into second and cheekily waves goodbye as he opens up a safe margin over the multiple-time champion. Luca Verdi overtakes Frizza and moves to the edge of the podium.

On lap four, the **first Safety Car** is deployed following a spin from Gautier, who is left

stranded on a kerb. The group bunches up, but at the restart, Bianco remains ice-cold. He gets back to racing decisively, no mistakes, immediately pulling away again. Behind him, the battle intensifies.

Maman – another representative of the new wave of young talents entering motorsport – pushes hard to make up for a 10-second penalty, which is later revoked by the stewards after the race.

With five minutes to go, the standings read: Bianco leading Fulgori, Uboldi, Maman, Canonica, Verdi, Lienard, Galassin, Lazzaroni, and Ionescu rounding out the top ten. Frizza pulls over due to technical issues, Lienard spins and ends up stuck on a kerb, and Lazzaroni also stops on track – prompting race control to call for **another Safety Car. Red flag**. The race ends there.

Bianco claims a commanding victory, Fulgori Jr. secures the most sensational second place of the weekend, and Uboldi salvages honour with the third step of the podium.

Five out of the top seven finishers are from the Academy.

Alberto Fulgori jr.: *“An amazing feeling – it was my first time for everything: the track and the car. I am the youngest of them all. With Uboldi, I seized the moment: I managed to overtake him at the end of the straight, through the Curvone,*

just before a tough turn, and then pulled away. Yeah, I had the pleasure of overtaking a multi-time champion, someone with huge experience, and the reigning series champion. Not a bad debut.”

Daive Uboldi: *“Racing is tough, regardless of your rivals' age. Age is just a number – it means little. These kids have done several winter tests with this car, so they have got a bit of an edge over me. But even if I was not the fastest today, I nailed a textbook start. I made just one small mistake—I had a gear engagement issue that cost me some speed on the straight. That allowed him to catch my slipstream. I could have fought it off, but not knowing my rivals, I figured a 200 km/h collision could have caused chaos. So, I backed off. In hindsight, seeing that the Safety Car came out, I probably should have acted differently—I could have made the leader feel the... roar of the lion. But it is fine this way. This third place is important in what's been a tough weekend.”*

Race 2 – Bianco's perfect comeback. Avelon triple sweep: dominance delivered.

Sunday dawns with sunshine and high anticipation. Race 2 is run with the top eight reversed on the grid: **Magliona starts from pole, Ionescu is beside him**, and Bianco is on the fourth row. But it only takes two corners to see that today's script will be much the same. Bianco launches like a seasoned veteran, dives into the Quercia, and within two laps he is already in third place. By lap three, he is in the lead—after two brilliantly composed overtakes on Magliona and Ionescu. From that moment on, it is a triumphant march, though the chasing pack never gives him a moment's peace. Maman shows up in sixth, pushing hard. At the end of lap three, the top ten are: Bianco, Magliona, Ionescu, Uboldi, Canonica, Maman, Verdi, Tarsi, Fulgori, and Maselli. Canonica sticks close to Uboldi's rear wing, but only finds the gap a lap later. Ionescu gets the better of Magliona—just barely avoiding contact. Maman overtakes Uboldi coming out of





Tramonto. Three cars charge into the braking zone at Carro: Maman, Canonica, and Ionescu, all flying the Avelon Formula flag, are locked in an all-out battle, with Magliona refusing to yield. The melee plays straight into Bianco's hands, allowing him to stretch the gap.

In the scramble, Ionescu loses ground and drops back into a fight with Uboldi—who has retaken the position—and Verdi, who is closing in.

The fight for the podium becomes electrifying: Maman moves into second, while Magliona must grit his teeth to defend third from Ionescu, Uboldi, Verdi, and Canonica—**four cars side by side into the Quercia braking zone.** Ionescu keeps pushing Magliona, who does a superb job defending—braking late and shutting the door—but in the end, the Romanian takes third. Uboldi also capitalises on this, and overtakes the gritty Sardinian.

Then disaster strikes: Luca Verdi crashes into the barriers. Safety Car. The driver is unharmed. **The Wolf GB08 Raiden complies with all FIA safety standards**—exceeding them, in fact. At the restart, Canonica tries to reel in the lead group and overtakes **Magliona** to take fifth place. A later spin forces the Bad Wolves driver to retire from a race in which he had nonetheless been a **major protagonist.** Esposito's car steps out, and Tarsi rear-ends him. Car stranded on track. The Safety Car comes out again with five minutes remaining in the race, and tension mounts. But **Race 2, too, ends under a red flag.** Game over.

The podium is once again claimed by three young guns: Bianco, Maman, and Ionescu (who also clocked the fastest lap in 1'36"072, at an average speed of 158.072 km/h), all of whom also scooped up silverware in the same order for the best Under 25 and rookie categories.

The Master class win went to Michele Locatelli (Luxury).

Simone's results over the weekend were no stroke of luck. They are the fruit of his hard work over the winter months, with the backing of Wolf Racing Cars' engineers and collaborators.

Voices from the paddock – the protagonists speak.

Simone Bianco (Avelon Formula): *"I didn't expect to be this fast, but if I analyse the two races, I have to credit my ability to gain positions at the start—which is rolling here, like in karting—more than outright lap speed, even though I did take pole. The key was consistency over race distance. It has been a unique debut, I dominated, but now I am already focused on the next round at Vallelunga."*

Giacomo Maman (Avelon Formula): *"It was a good race, especially considering how the weekend began with a technical issue during practice. In Race 1 I made a solid comeback and finished fourth. On Sunday, I started fifth and finished second. Now I hope to get similarly strong results at Vallelunga. Simone is strongest at the start and manages Safety Car deployments and restarts with great clarity, but my strength lies in wheel-to-wheel battles and overtaking. When I found myself right behind him, I thought we could fight for it."*

Victor Ionescu (Avelon Formula): *"It was a complicated race, but eventually I found my rhythm. The start was tricky because I struggled to get the tyres up to temperature. I also had understeer early on, when the Safety Car came out, I thought I had a shot at winning. Maybe at Vallelunga..."*

Luca Verdi (Emotion): *"It was a weekend of adaptation, coming from TCR. I got to know my rivals, and we still had a few setup issues, which I hope we will have sorted for the next race so I can give it my all."*

Ivan Bellarosa summed up the first round with words that went beyond a simple race report: *"Eighteen cars on the grid, all extremely competitive, from four different countries—that alone says a lot. We witnessed spectacular battles on track, genuine moments of sport that remind us why*

we do this.

Of course, there were a few sour notes—maybe too many on-track contacts—and that is something we will need to address with the Race Director ahead of the next round, to strike the right balance between aggression and respect for the rules. Then, looking at the Race 2 standings, the picture speaks for itself: of the top six finishers, five are part of the Steering Wheel Award—and therefore of our Wolf Academy. This result gives us even more momentum as we prepare to relaunch the next selection round, with the aim—this year—of supporting four young drivers on their journey.

There will certainly be battles at Vallelunga: we are talking about very young drivers, and as is to be expected, some hit peak performance immediately, while others need a few more races to fully show their potential. That is why I expect new protagonists to emerge in the next rounds—ready to fight for the win."

A new era for Sport Prototypes.

At Misano, it wasn't just a championship that began. A new era for Italian Sport Prototypes was born. A historic category that has managed to reinvent itself with courage and vision. The Wolf Academy format, the arrival of karting talents, ground effect cars, professional teams—everything comes together into a coherent, dynamic, and winning formula. The next round will be at Vallelunga, but in the meantime, the paddock already has a new leader, a new face, and perhaps... a new champion in the making.





#23 | **Simone BIANCO** | 23 JUL 2007

CAREER HIGHLIGHTS

2024 | Campionato Italiano ACI Kart | cat. KZ2
Podium (3rd) in Sarno | Under 18 winner



#67 | **Christian CANONICA** | 27 MAR 2007

CAREER HIGHLIGHTS

2024 | international karting competitions
Trofeo Andrea Margutti winner



#18 | **Gautier CHASSAUD** | 21 APR 2008

CAREER HIGHLIGHTS



#24 | **Manuel DEODATI** | 29 JAN 1969

CAREER HIGHLIGHTS



#44 | **Luca ESPOSITO** | 27 APR 2009

CAREER HIGHLIGHTS

Campionato Italiano ACI Karting
3 times Regional Champion



#3 | **Andrea FRIZZA** | 01 AUG 2002

CAREER HIGHLIGHTS

2024 | Campionato GTM BMW M2 CS
Champion



#21 | **Alberto FULGORI jr.** | 21 JUL 2009

CAREER HIGHLIGHTS



#7 | **Celian GALLASIN** | 17 MAY 2005

CAREER HIGHLIGHTS

2024 | Campionato Italiano Sport Prototipi
Podium (2nd e 3rd) in Vallelunga



#12 | **Victor IONESCU** | 18 SEP 2008

CAREER HIGHLIGHTS

2023 | Radical Romania | SR1 Cup
4th classified



#10 | **Filippo LAZZARONI** | 16 APR 2001

CAREER HIGHLIGHTS

2021 | Campionato Italiano Sport Prototipi
WINNER in Pergusa



#28 | **Mathéo LIENARD** | 22 DEC 2008

CAREER HIGHLIGHTS



#9 | **Michele LOCATELLI** | 5 MAY 1984

CAREER HIGHLIGHTS

2024 | Legend Cars Master
World Champion



#14 | **Omar MGLIONA** | 27 SEP 1977

CAREER HIGHLIGHTS

Campionato Italiano Velocità Salita
9 times Italian Champion



#15 | **Giacomo MAMAN** | 15 MAY 2008

CAREER HIGHLIGHTS

2022 | Campionato Italiano ACI Karting | cat. Jr.
4th classified | 4 wins



#8 | **Luigi MASELLI** | 12 JUL 2004

CAREER HIGHLIGHTS

2024 | Legend Cars



#26 | **Riccardo TARSÌ** | 18 AUG 2008

CAREER HIGHLIGHTS

2024 | Campionato Italiano Sport Prototipi
WINNER in Imola | 2nd in Pergusa



#1 | **Davide UBOLDI** | 5 APR 1973

CAREER HIGHLIGHTS

7 Italian Championship WON
5 Camp. Italiano Sport Prototipi | 1 F.3 ITA | 1 F. Junior



#19 | **Luca VERDI** | 3 AUG 2004

CAREER HIGHLIGHTS

2024 | TCR Italy | DSG
2nd classified

Volante SUPER Salita

Challenge 25



Volante Supersalita Challenge 2025: the mountains call. Talent responds.

Twenty-two hairpins. An engine screaming. Just one spot available.

This is how the **first edition of the Volante Supersalita Challenge 2025** began—the latest project by **Wolf Racing Cars** that takes competition to another level—literally. Because this time, the battlefield is not a closed circuit, but a mountain to climb, turn after turn, hundredth after hundredth.

An initiative that attracted **over 100 applications from all over Italy**, united by a single goal: **to turn a passion for driving into a concrete motorsport career**, starting with one of the most authentic and spectacular disciplines in the European racing scene—**speed hillclimbing**.

Out of the hundred candidates, **only twenty earned access to the final stage**. And in the end, just one will line up on the grid of the **2025 Italian Super Salita Championship** as an official Wolf Racing Cars driver.

A real challenge, for those who love racing in its purest form

Where the circuit ends, the hillclimb begins. No run-offs, no margin for error—just you, the asphalt, and the mountain watching over you. Hillclimbs are the natural ground for those who love driving at its most elemental: control, precision, nerves of steel. There is no room for improvisation, and every run is unique, unrepeatable. It is uphill that real drivers are forged.

And that is exactly the philosophy behind the Volante Supersalita Challenge—conceived as both **a selection and training path, guiding young talents through one of the most demanding yet rewarding disciplines**.

A format that looks beyond the stopwatch

The Challenge format was designed **to reward a driver's evolution—not just raw lap time**. The goal? **To find not the one who is already ready, but the one who can become ready**.

The entire programme took place at the **Varano de' Melegari Circuit**, a facility now



Luca GUERRA



Mario FOLCHI



Vincenzo OTTAVIANI

recognised as a key hub for motorsport training. Over two days, the twenty finalists took part in:

- **Driving sessions** at the wheel of the **Wolf GB08 Raiden**;
- Individual **data analysis** with the technical team;
- Lessons on **setup, telemetry, and race strategy**;
- Practical tests focused on adaptation and **achieving target times**.

At the end of the process, drivers were assessed not only on their best lap but on objective growth parameters such as:

- the ability **to correct mistakes**;
- sensitivity in **perceiving vehicle behaviour**;
- consistency in lap times;
- **mental attitude under pressure**.

The formula is clear: **scores from 1 to 5 for professionalism, approach to the test, learning curve, consistency, and growth potential**. No focus on the stopwatch. Only on human and technical quality. An **algorithm** developed by Wolf Racing Cars analysed each participant's ability to achieve the required objectives in the various exercises, ensuring precise and transparent measurement.

An approach that surprised many participants, used to a harsher, stopwatch-only form of evaluation. *"It had never happened to me before that someone asked me how I learned, not just how fast I went,"* stressed one of the participants, thus summarising the spirit of the project in just a few words.

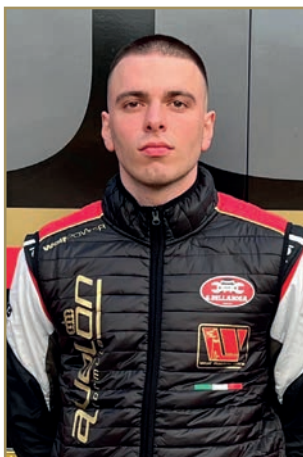
Three names, three approaches, one shared passion.

In the end, three drivers stood out clearly:

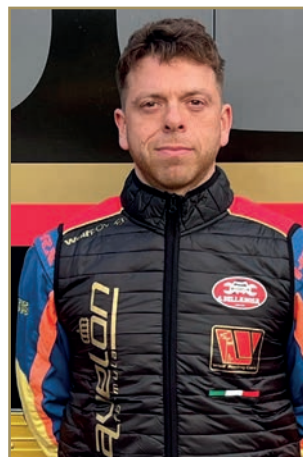
- **Luca Guerra**, from Belluno. Precise, methodical, focused. Showed remarkable



Antonio AQUILA



Emanuele BRESSAN



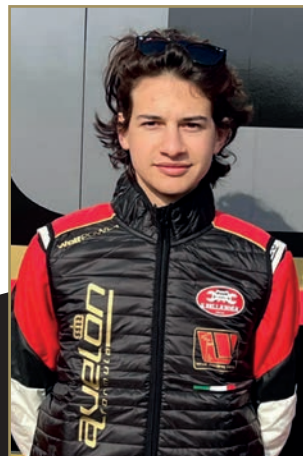
Camillo CENTAMORE



Andrea COSTA



Giampiero DEROSI



Carmine FALCIONE



Michele FATTORINI



Riccardo FERRARI



Fausto FERRETTI

improvement from the first to the final stint, displaying the maturity and vision of a professional. **He is the winner of the Challenge**, and to him goes the Wheel for the 2025 Super Salita.

- **Mario Folchi.** The most instinctive of the group, but capable of channelling raw energy into control—particularly in the final stages of the selection
- **Vincenzo Ottaviani.** Technical, almost engineering-like in his approach. His data analysis and sensitivity to vehicle balance made the difference.

Three different paths, one certainty: **talent**, when placed in the right conditions, can emerge even outside the traditional motorsport ladder.

A starring season in the Italian Super Salita Championship.

The winner will not just receive a prize—he will begin a true racing career. **The selected driver will take part, completely free of charge, in the 2025 Italian Super Salita Championship** in the Super Salita Junior class, behind

the wheel of a Wolf GB08 Thunder—the benchmark vehicle in the hillclimb scene.

A championship that stretches from north to south across Italy, tackling the most iconic peaks of the discipline: **Trofeo Vallecamonica, Trento-Bondone, Coppa Paolino Teodori, Luzzi Sambucina, Rieti Terminillo, Monte Erice, Trofeo Luigi Fagioli**—just to name a few. Some of the most technical and renowned hillclimb courses in the world, where the best specialists have battled for decades.

Wolf GB08 Thunder: precision, power, balance.

The car entrusted to the winner will be the **Aprilia-powered Wolf GB08 Thunder**—230 hp on just 378 kg, featuring a carbon fibre monocoque chassis. A car designed to maximise driving pleasure, with a power-to-weight ratio of 1.71 and refined aerodynamics optimised for medium-fast climbs.

But it is not just about performance. The Thunder is also:

- **A training platform**, with predictable and progressive handling;



Samuele GIANNINI



Oliver GRUBER



Davide IROSCI



Michele LOCATELLI



Fabio MAFFOLINI



Antonino MIGLIUOLO



Fabio PERAINO



Cristiano PICCIN

- **Accessible**, with low running costs and adjustable setup;
- **Competitive**. A true training ground for up-and-coming drivers.

“We believe in a motorsport where merit comes before budget”, explains **Maurizio Bellarosa**, CEO of Wolf Racing Cars. “We want to build a system where the right driver, in the right place, can make the leap—based on their drive to grow.”

“With the Volante Supersalita, we want to give a real chance to those with talent, regardless of where they come from or what resources they have”, adds **Giovanni Bellarosa**, founder

of the Sarezzo-based factory. “It is a merit-based challenge, where what counts is commitment, ability, and growth. We believe speed hill climbing is an extraordinary school for shaping complete drivers, and the Wolf GB08 is the perfect car to do that. Our goal is clear: to make motorsport more accessible, without compromising on quality and performance.”

Beyond the stopwatch: what remains.

The first edition of the Volante Supersalita left its mark. Not only for the high calibre of the participants, but for the atmosphere it created: a rare blend of competition and

collaboration, where everyone felt part of a shared journey. And even those who did not win took something home—a method, a sense of awareness, a clearer vision of their own potential.

The mountain, after all, teaches exactly that: **you climb one step at a time**, with patience, determination, humility. And when you reach the top, you see the world from a different perspective.

Why Speed Hill Climbing? A world to discover.

Not everyone knows the magic of speed hill climbing. But those who live it are captivated for life.

- **Breathtaking landscapes**: from the Dolomites to Mount Etna, every race is a journey through nature and engines.
- **A solo challenge**: no wheel-to-wheel duels here. It is just you, the clock, and the mountain.
- **Extreme technique**: you need balance, clean driving, mechanical sensitivity. Every corner is a test.

The Italian Super Salita Championship is all this—and much more. And the Volante Supersalita is now the most direct gateway to experience it from the front row.





Lampionato Italiano

SUPER SALITA

Campionato Italiano Super
SALITA



54th Trofeo Vallecamonica: the Malegno-Borno opens the Super Salita

The **54th Trofeo Vallecamonica**, held over the weekend of **9–11 May 2025**, officially launched the **Italian Super Salita Championship**, with over 200 cars taking to the legendary **Malegno–Ossimo–Borno** route. The event, organised by the Automobile Club Brescia, once again affirmed its importance in the national landscape, as it attracts drivers from across Italy and a passionate crowd that, true to tradition, brought every corner of the SP5 to life with campsites, flags and roaring applause.

Among the standout performers of the weekend was **Filippo Ferretti**, a young talent from Umbria and reigning **Junior class champion**, who opened his 2025 campaign with strong, promising performances. At the wheel of his **Aprilia-powered Wolf GB08 Thunder**, Ferretti secured an impressive **ninth place overall** and claimed victory in the one-make series reserved for the high-performance cars of the Italian manufacturer.

Even during Saturday's two reconnaissance runs, Ferretti showed great determination and technical ability—using the first dry run to find the perfect setup and tackling the second, made tricky by heavy showers, with maturity. Race Control was forced to declare a 'wet race'. An uncertain context, one that highlighted the skill of the most complete drivers.

"Filippo has vision, discipline, and talent. He works with great focus, and the results are coming. He is a driver who listens to the car and adapts quickly to race conditions. He is one of the young drivers we are betting on most for the future", said **Andrea Fravolini**, **Head of the Hill Climb Division at Wolf Racing Cars**, highlighting the steady growth

of the Umbrian driver.

The Malegno–Ossimo–Borno route, stretching 8.6 kilometres, is regarded as one of the most technical and thrilling in the entire Italian calendar: fast corners alternating with tight hairpins, variable gradients, and a demanding road surface make it a true 'university' of hillclimb racing. Here, every mistake comes at a price—and those who reach the podium have truly earned every metre.

Ferretti capitalised on these challenges to refine his driving and confirm the promise he had already shown in 2024, when he claimed tenth overall at the Trofeo Vallecamonica, dominated the Junior class, and achieved strong results in other rounds of the CIVM. His performance in Orvieto was equally impressive, where he secured a class win, second in group, and tenth overall—thanks to a steadily building strategy from practice through to the race.

Currently leading the Thunder Cup, Ferretti continues to establish himself as one of

the standout names in the category. At just 26 years old, he demonstrates rare racing maturity, combined with a technical sensibility that makes him a valued asset even among the team's engineers.

The Vallecamonica crowd—always warm and passionate—once again provided a grand-event atmosphere. The organisation by AC Brescia was flawless, living up to the reputation of an event that has become an icon of Italian hillclimb racing, supported by a tradition spanning over half a century.

At the heart of this technical, sporting, and human context, Filippo Ferretti confirms himself as a driver to watch—ready to take on new challenges and write more memorable chapters in the history of Italian hillclimb racing.





APS
AUSTRALIAN
PROTOTYPE
SERIES

AUSTRALIAN Prototype Series

Australian Sport Prototype 2025

Wolf takes centre stage in the opening rounds of the 2025 season





The **2025 Australian Sports Prototype Championship** got off to a flying start for **Wolf Racing Cars**, as their machines were consistently **on the podium in the first two rounds of the calendar: Symmons Plains** and the legendary **Bathurst** circuit.

22-23 March

Round 1 | Symmons Plains Raceway

Despite a reduced grid, the opening weekend delivered fierce battles and thrilling duels. **Jason Makris**, behind the wheel of the **Wolf Extreme F1**, dominated with authority—taking **three wins out of four races** and maintaining control even under pressure from the persistent Phil Hughes (Radical SR8).

It was also a strong debut for **John-Paul Drake**, who launched his season in Race 1 with the **Wolf Extreme F1**, though he had to retire after an off-track excursion. No problem—he continued the weekend in Aaron Steer’s **Wolf Thunder** and still managed a third-place finish in Race 2.

The weekend surprise came in Race 3, when Hughes finally edged out Makris for the win. **Mark Laucke**, behind the wheel of a **Wolf Tornado S**, also stepped onto the podium and repeated the result in Race 4, where Makris returned to the top step.

18-20 April

Round 2 | Bathurst, Mount Panorama

The second round took the championship to one of the world’s most iconic

motorsport circuits. At Bathurst, the Australian Prototype Series shared the grid with the NSW Supersports Championship, totalling **17 prototypes racing** in support of the prestigious Hi-Tec Oils Bathurst 6-Hour.

The opening two races saw **John-Paul Drake’s Wolf Extreme F1** and **Nick Kelly’s Wolf Mistral** dominate the scene, finishing **first and second** in both heats, separated by mere tenths. Behind them, Jason Makris kept the Wolf flag flying with strong finishes, while Mark Laucke executed a textbook comeback in Race 2—climbing from the back of the grid to sixth place.

On Sunday, Makris returned to victory in Race 3, followed by Julian Newton (Radical SR10) and **Laucke** once again proving competitive with his **Wolf Tornado S**. Misfortune struck Drake, who, despite starting from pole, was forced to withdraw due to a puncture after early contact.

With two rounds completed, it is clear that **Wolf Racing Cars is the undisputed force of the season**—reliability, speed, and versatility make them winning weapons on both technical layouts like Symmons Plains and legendary venues like Mount Panorama.

Credit is also due to the drivers and teams who bring Wolf’s racing spirit to the track each weekend. The battle at the top is wide open, and the season promises even more thrilling action.

**Round 1
2025 Hi-Tec Oils Race Tasmania
March 22 | 23, 2025**

Symmons Plains Int. Raceway,
14872 Midland Hwy, Perth TAS 7300, Australia
Track length: Km 2.411.

Pole Position:
Jason MAKRIS in 53.091

RACE 1 (TOP 5)
Laps 23 = 55.4 Km | Average 137 km/h

1	Jason MAKRIS <i>Wolf F. Extreme</i>	in	24:11.705
2	Philip HUGHES	at	1.251
3	Aaron STEER <i>Wolf Thunder</i>	at	2.870
4	Mark LAUCKE <i>Wolf Tornado</i>	at	4.150
5	John-Paul DRAKE <i>Wolf F. Extreme</i>	at	11.822

Fastest lap:
John-Paul DRAKE, the 19th lap in 52.734

RACE 2 (TOP 5)
Laps 23 = 55.4 Km | Average 132 km/h

1	Jason MAKRIS <i>Wolf F. Extreme</i>	in	25:07.248
2	Philip HUGHES	at	6.055
3	John-Paul DRAKE <i>Wolf F. Extreme</i>	at	11.822
4	Mark LAUCKE <i>Wolf Tornado</i>	at	32.111
5	Paul MARTIN <i>Wolf Thunder</i>	at	1 lap

Fastest lap:
John-Paul DRAKE, the 21th lap in 52.911

RACE 3 (TOP 5)
Laps 20 = 48.2 Km | Average 115 km/h

1	Philip HUGHES	in	24:57.338
2	Jason MAKRIS <i>Wolf F. Extreme</i>	at	1.745
3	Mark LAUCKE <i>Wolf Tornado</i>	at	4.072
4	John-Paul DRAKE <i>Wolf Thunder</i>		
5	Paul MARTIN <i>Wolf Thunder</i>		

Giro piú Veloce:
Jason MAKRIS, the 15th lap in 53.293

RACE 4 (TOP 5)
Laps 25 = 60.2 Km | Average 139 km/h

1	Jason MAKRIS <i>Wolf F. Extreme</i>	in	25:51.032
2	Philip HUGHES	at	21.747
3	Mark LAUCKE <i>Wolf Tornado</i>	at	23.263
4	John-Paul DRAKE <i>Wolf Thunder</i>	at	49.746
5	Paul MARTIN <i>Wolf Thunder</i>	at	50.161

Fastest lap:
Jason MAKRIS, the 18th lap in 49.398



There is no doubt that the **Australian Prototype Series** represents a tightly-knit community, built on shared passion and constant collaboration. Just watch the work of **Jam Motorsport** up close, and it is easy to understand why this category continues to thrive—both on track and beyond the spotlight. The **South Australia**-based team is currently the largest in the entire series. Among its ranks are two of the three past championship winners—a clear sign of continuity and competitiveness. Added to that is a team of highly skilled engineers and technicians, working with commitment and precision to support each driver through every phase of the race weekend—from initial prep to the final lap on track.

Yet one of the most crucial cogs in the intricate machine that holds Jam Motorsport together is undoubtedly Team Manager and co-founder **Courtney Tyler**. Her presence is constant and decisive, both operationally and on a human level.

In 2014 Tyler founded the team alongside **Aaron Steer**, and since then has become a central figure at every race meeting. She meticulously organises every detail, allowing drivers and technical staff to focus solely on performance. Her behind-the-scenes responsibilities include managing flights, accommodation, itineraries, technical documentation, and logistics, as well as serving as the go-to figure between events at the team's warehouse.

Tyler's passion has deep roots—growing up with four motor-obsessed brothers, it was almost inevitable that she would find her way

into motorsport. Still, her path into the racing world was not immediate or easy. She had to roll up her sleeves, face obstacles, and prove her worth through sheer determination.

"I think the hardest thing at the beginning was figuring out where to start, how to break into the scene. I remember going to the Supercars events in Adelaide and thinking 'I have no idea how I could ever be part of all this'", Tyler recalled honestly.

"In the end, it all comes down to showing up at local events and building experience step by step. I believe the most important thing is having strong willpower, being willing to put yourself out there without fear, and grabbing every opportunity to learn—even if it means starting from the bottom. You can study as much as you want, but it is the hands-on experience—being immersed in the reality of racing—that truly makes the difference. When I started, I was told it all comes down to determination and the will to be there, and now that I am living this world from the inside, I see how true that was."

Today, after years of dedication and personal growth, Tyler feels lucky to be part of the sport—but she is quick to point out that it is the people who make it truly special. *"Motorsport is genuinely a very close-knit community. There is team spirit, collaboration, and mutual respect. I feel proud when people acknowledge the work I do during race weekends—it gives me a deep sense of fulfilment, which I think is essential not just for me, but for the overall success of the team."*



*"We are extremely proud of the performance of the **Wolf** cars at the start of this season. Symmons Plains and Bathurst have shown that our cars are not only fast, but also reliable and versatile across very different circuits. Our drivers are extracting the maximum from the cars, and that is the result of exceptional teamwork. The competitiveness we have seen so far is only the beginning—we are ready to fight for every win."*

Courtney Tyler | Team Manager – Jam Motorsport | Official Dealer for Wolf Racing Cars in Australia

Round 2 2025 Hi-Tec Oils Bathurst April 18 | 20, 2025

Mount Panorama Circuit,
Mountain Straight, Mount Panorama NSW 2795, Australia
Track length: Km 6.213.

Pole Position:
Nick Kelly in 2:08.811

RACE 1 (TOP 10) - Laps 7 |

1	John-Paul DRAKE <i>Wolf F. Extreme</i>	in 25:29.262
2	Nick KELLY <i>Wolf Mistral</i>	in 25:29.926
3	Neale MUSTON	in 25:37.494
4	Jason MAKKRIS <i>Wolf F. Extreme</i>	in 25:51.713
5	Julian NEWTON	in 25:58.926
6	Darren BARLOW	in 25:59.009
7	Mark BRAME	in 25:59.859
8	Terry KNOWLES	in 26:00.098
9	Warwick MORRIS	in 26:00.888
10	Peter CLARE	in 26:02.290

Fastest lap: Neale MUSTON, the 7th lap in 2:17.372

RACE 2 (TOP 10) - Laps 9 |

1	John-Paul DRAKE <i>Wolf F. Extreme</i>	in 24:37.437
2	Nick KELLY <i>Wolf Mistral</i>	in 24:38.623
3	Neale MUSTON	in 25:05.947
4	Jason MAKKRIS <i>Wolf F. Extreme</i>	in 25:18.215
5	Julian NEWTON	in 25:19.368
6	Mark LAUKE <i>Wolf Tornado</i>	in 25:36.809
7	Darren BARLOW	in 25:37.502
8	Mark BRAME	in 25:42.541
9	Peter CLARE	in 25:56.895
10	Adam NACCARATA	in 25:57.913

Fastest lap: John-Paul DRAKE, the 6th lap in 2:08.369

RACE 3 (TOP 10) - Laps 7 |

1	Jason MAKKRIS <i>Wolf F. Extreme</i>	in 25:35.899
2	Julian NEWTON	in 25:37.691
3	Mark LAUKE <i>Wolf Tornado</i>	in 25:43.232
4	Darren BARLOW	in 25:47.067
5	Peter CLARE	in 25:53.353
6	Terry KNOWLES	in 25:53.953
7	Mark BRAME	in 26:04.381
8	Glen STALLBAUM <i>Wolf</i>	in 26:09.807
9	Simon COPPING	in 26:15.117
10	Stephen CHAMPION	in 26:15.443

Fastest lap: John-Paul DRAKE, the 5th lap in 2:15.976

Calendar of RACES 2025

March

21 | 23 *Australian Prototype Series* Symmons Plains

April

19 | 20 *Australian Prototype Series* Bathurst

May

2 | 4 *Camp. Italiano Sport Prototipi* Misano Adriatico

9 | 11 *Camp. Italiano Super Salita* Trofeo Vallecamonica

June

6 | 8 *Camp. Italiano Sport Prototipi* Varelunga

6 | 8 *Camp. Italiano Super Salita* Trento Bondone

20 | 21 *Australian Prototype Series* Sydney Motorsport Park

20 | 22 *Camp. Italiano Sport Prototipi* Monza

27 | 29 *Camp. Italiano Super Salita* Coppa Paolino Teodori

July

11 | 13 *Camp. Italiano Sport Prototipi* Mugello

18 | 20 *Camp. Italiano Super Salita* Luzzi Sambucina

August

1 | 3 *Camp. Italiano Super Salita* Rieti Terminillo

22 | 24 *Australian Prototype Series* The Bend International Circuit

22 | 24 *Camp. Italiano Super Salita* Trofeo Luigi Fagioli

September

5 | 7 *Camp. Italiano Super Salita* Monte Erice

26 | 28 *Camp. Italiano Sport Prototipi* Imola

October

3 | 5 *Australian Prototype Series* Phillip Island

10 | 12 *Camp. Italiano Sport Prototipi* Misano Adriatico

WolfPOWER
www.wolfracingcars.com



MODELS 2024
Carbon Chassis FIA Omologated

THUNDER
GB08

aprilia racing



380 Kg x 220 HP | RSV4 1.1

RAIDEN
GB08

aprilia racing



420 Kg x 230 HP | RSV4 1.1

FMISTRAL

Ford RACING



Ford RACING

550 Kg x 370 HP | V6 3.3 N/A

DELIGHT SPORT

500 Kg x 430 HP | 1.1 Turbo

EXTREME

Ford RACING



Ford RACING

650 Kg x 650 HP | V8 5.4 N/A

Aurobay

570 Kg x 410 HP | 2.0 TCR

Tornado
Ford RACING GB08

Ford RACING

570 Kg x 370 HP | V6 3.3 N/A

Ford RACING

690 Kg x 650 HP | V8 5.4 N/A

Aurobay

570 Kg x 410 HP | 2.0 TCR



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