



3° ROUND ALFA REVIVAL CUP AT MONZA

Monza and an unforgettable setting with the FIA WEC



The Alfa Revival Cup weekend at Monza was packed with excitement, on and off the track. Racing took place in the stunning setting of the FIA World Endurance Championship, under the watchful eye of a large and knowledgeable crowd. The Alfa Romeo cars were at home on the super-fast Monza track where they can unleash their racing DNA.

The race concluded with the third, different, winner of the season, Davide Bertinelli (Scuderia AB Motorsport).

On the **Autodromo Nazionale** circuit, the heat did not dampen the enthusiasm of the drivers, thrilled to be racing on a track where **Alfa Romeo** sports cars have written unforgettable pages of motorsport history.

The first surprises appeared right from free practice, forcing two crews to forfeit. **Peter Bachofen** and **Roberto Restelli** (OKP Alfa Delta Racing Team) were forced out by a track exit at Lesmo. Meanwhile, a technical problem called a halt to the weekend for **Stefano Barbieri** and **Kevin Giovesi** (AMG RS).



In the **qualifying session**, **Franco Monguzzi** (Scuderia Clemente Biondetti) literally flew. It took him only three laps to find the perfect setup for his GTAm and secured **pole position** with a time of 2'14"917.

The rivals, led by **Davide Bertinelli** (Scuderia AB Motorsport), pulled out all the stops until the end of the session, but failed to beat **Monguzzi's** benchmark time.

The classification at the end of the qualifying sessions was balanced. The top two, **Monguzzi** and **Bertinelli**, were followed by the other GTAm cars of **Luigi and Niccolò Mercatali** (Scuderia Clemente Biondetti), **Emilio Petrone and Giacomo Barri** (Scuderia del Portello), and **Fabrizio Sabatini** with **Edoardo Caponi** (Jolly Car Racing Team). The first "intruder" on the third row was the **Alfetta Gt6 2500** of **Francesco Liberatore** and **Francesco Zadotti** (Scuderia del Grifone).

The **race** kicked off (16:15 on Saturday 8 July) on scorching asphalt with an air temperature above 30°. As the lights went out, the excitement started, with the **23 Alfa Romeos** charging into the first chicane led by Bertinelli and Barri, attacking on both sides, right and left, against polesitter **Monguzzi**. Monguzzi failed to fend off the attack, falling back temporarily to third place.

The chicanes of Monza have always been a theater for overtaking, and it was at the second chicane that a collision occurred between **Giovanni Battista Girola's 75** (team-mate **Nicola Tambini**– ARS Motorsport) and **Benedetto Cardillo's** GTAm (OKP Alfa Delta Racing Team), sending the latter into a spin and forcing him to restart from the back of the grid. **Cardillo** made a valiant recovery and battled on to finish in thirteenth place.

The three leaders, **Bertinelli, Monguzzi** and **Barri**, escaped by pulling away from the chasers led by **Sabatini, Liberatore, Mathias Körber** (team-mate Bernd Georgi - OKP Alfa Delta Racing Team), **Luigi Mercatali** and **Ciprian Nistorica** (team-mate **Francesco Turatello** - Alficina) in the first **Giulia Sprint Veloce**.

On **lap three**, with the Alfas still snaking close together, **Roberto Arnaldi** (Scuderia del Portello) attempted an unlikely braking move at the first chicane, hitting the blameless **Luigi Mercatali**, who was knocked out. Austrian driver **Christoph Winkler** (team-mate **Bernd Winkler**) was also involved in the collision but managed to continue the race.

The incident forced the entry of the Safety Car, the leading group came back together and at the restart **Monguzzi** launched an attack on leader **Bertinelli**, but without succeeding. Behind the leading duo, **Sabatini, Barri and Liberatore** observed the struggle.

Just before the **pit lane opened for the driver change** (compulsory stop), **Monguzzi** made the winning move and took the lead over **Bertinelli**, while **Barri and Sabatini** battled it out for third place. At this point, **Monguzzi and Bertinelli** set a series of fast laps and again broke away from the chasing pack. Just as the pit lane opened, **Francesco Ramacciotti** and **Maurizio Ravi Pinto's Giulia TI Super** (Scuderia del Grifone) retired with a fault.

At the end of the pit lane, the fight for the top positions was rekindled with **Monguzzi** leading and **Bertinelli** continuing to heap the pressure on his rival. Behind them, **Caponi** moved into third position and increased his margin over his direct pursuer **Petrone**. He in turn kept **Francesco**



Zadotti, Bernd Georgi (team-mate **Mathias Körber** - OKP Alfa Delta Racing Team) and **Massimo Bortolami** (team-mate **Christian Ondrak** - OKP Alfa Delta Racing Team) at a safe distance.

In the last 15 minutes of the race, the atmosphere was electrifying and the finale offered more thrills, with **Monguzzi** being hit with a **25" penalty** for exceeding the speed limit during the stop. **Bertinelli** was not satisfied and wanted the **victory on the track**. He continued pushing and with just 5 laps to go, he made the overtaking move that secured him the win.

Monguzzi, penalized and struggling with brakes, managed his advantage to bring home a superb second place, ahead of **Edoardo Caponi**. **Emilio Petrone** finishes at the foot of the podium, doing well to fend off **Georgi**, who pushes **Francesco Zadotti** out of the top 5. Zadotti, however, remains **first in the I TC 2500 category**. Seventh overall, after a convincing race, were **Ondrak** and **Bortolami** at the wheel of a **Giulia Sprint GTA, first in class I GR.5 1600**.

During the award ceremony, the participants ascended the **Monza podium**, both happy and exhausted from the heat. The voice of **Matteo Villani**, historic announcer at Monza and 24 Hours of Le Mans, added a finishing touch to the unique atmosphere of an event that the drivers of the **Alfa Revival Cup** clearly enjoyed.

After winning and leading the entire race, **Davide Bertinelli** (Scuderia AB Motorsport) couldn't hide his fatigue: *"It was incredibly tough, and the battle with Franco (Monguzzi) was intense, but we made it in the end. In the second half of the race, I realized that Monguzzi was having brake issues, so I took advantage and managed to overtake him. Right now I'm a bit tired from the scorching heat, but the car performed well and I'm happy."*

Third-place finishers **Edoardo Caponi** and **Fabrizio Sabatini** are smiling irrepressibly, with **Sabatini** the first to have his say: *"The race was tough and went reasonably well, despite the heat. We thought we'd be in the top positions, but never imagined we'd be on the podium, especially looking at the names of our rivals on the grid."*

Edoardo Caponi is more vocal than his friend and team-mate: *"The first podium on a track like Monza! I'd say that is more than good! This podium is the culmination of three years of preparation, during which we worked really hard to achieve it. What makes us even happier is that this result was earned with merit, without any unfortunate incidents for our competitors."*

Francesco Liberatore (team-mate **Francesco Zadotti** - Scuderia del Grifone) is once again in the mix with the GTAm cars, despite a somewhat challenging Friday: *"It was not easy because yesterday we broke the gearbox and fixed it at the last minute thanks to a great job by the team. Despite that, we managed to finish the race and that was a success in itself. Bit by bit, race after race, we are getting closer to the top and hope to reach the top three. Who knows, maybe by the end of the year we could be on the podium."*



The summer break is an opportunity to gather strength ahead of the final sprint that will see the **Alfa Revival Cup** taking on the splendid **Vallelunga** in early September, and in October, the **Misano** circuit, during the **Italian Speed Festival** event organized by Canossa. After three rounds, we have recorded three different overall winners, **Albert Weinzierl** (Team Formula GT), **Daniele Perfetti** (OKP Alfa Delta Racing Team) and **Daide Bertinelli** (*Scuderia AB Motorsport*). In the remaining two events, we will see if anyone repeats their success or if we will witness new winners once again.

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Timetable

28-29 April – Mugello Circuit

10-11 June – Red Bull Ring

7-8 July – Monza National Autodrome

9-10 September – Vallelunga Racetrack

21-22 October – Misano World Circuit

Format

1 Free practice session (25 min)

1 Qualifying session (30 min)

1 Race (60 min)

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