



## ALFA ROMEO IN VALLELUNGA

Alfa Revival Cup. Here come the confirmations in Vallelunga's leg



At the Vallelunga track, the Alfa Revival Cup gives emotions and fun duels. In this summer weekend, Bertinelli repeats the success of Monza and has the best over some very quick opponents, such as Perfetti and Restelli-Bachofen.

In qualifying **Daniele Perfetti** (GTAm - OKP Alfa Delta Racing Team) confirms his speed skills and, like at the Red Bull Ring, puts everyone behind with a good pole in 1'54"447. On the front row alongside the poleman is **Roberto Restelli** (teammate Peter Bachofen - OKP Alfa Delta Racing Team), 615 tenths behind the leader. On the second row are **Fabrizio Sabatini** (Edoardo Caponi - Jolly Car Squadra Corse) and **Francesco Liberatore** (Francesco Zadotti - Scuderia del Grifone), first among those who do not drive a GTAm. The pair **Liberatore-Zadotti** takes part in the **Alfa Revival Cup with the Alfetta GT6 2500**.

In the warm sun of 1 pm, on Sunday, September 10<sup>th</sup>, the red lights go out and the race immediately lights up, thanks to a spectacular start by **Davide Bertinelli** (GTAm - Scuderia AB Motorsport), who jumps from seventh position right behind the leader **Perfetti**, At the same time, **Sabatini** has the best, for some corners, on **Restelli**.

On the third lap the race at the front is outlined with **Perfetti** who dictates the pace, hunted by **Bertinelli** and **Restelli**, who has recovered the third position over Sabatini. In the battle for the



top-5 between Liberatore, **Matteo Kamata** (GTAm - OKP Alfa Delta Racing Team), **Emilio Petrone** (GTAm - OKP Alfa Delta Racing Team) and the German **Bernhard Laber** (companion Lukas Stojetz - Formula GT) **Liberatore** gets the worst of it, ending up in a spin and falling in the middle of the group.

At the tenth minute of the race **Bertinelli**, while in second place, puts pressure on the leader **Perfetti** and tries to attack at Cimini, but the leader closes the door and keeps the lead. **Bertinelli** does not give up and, in the next lap, overtakes **Perfetti** with a clinical manoeuvre and takes the lead, pulling behind, glued to the rear, **Perfetti** and **Restelli**, while **Sabatini** remains more detached. The last position in the top-5 is a contention between **Laber** and a tenacious **Petrone**.

When the pit window opens, at the twentieth minute of the race, it is the **Alfetta GT6 2500** of **Liberatore** that enters first, but only because of a technical issue the forces the Roman crew to retire, with great disappointment. At the same time, always for a technical problem, **Michael Vos** is also forced to quit (GTAm - Norinofu Team), just moments after being engaged in a long battle for the eighth position with the **Giulia Sprint GTA** of the young **Marco Guerra** (teammate Giovanni Serio - Scuderia AB Motorsport).

The leading trio flies **over the first half of the race**. **Bertinelli**, **Perfetti** and **Restelli** run on the same lap times and, just as everyone is waiting to see which of the three will enter first in the pit for the mandatory stop, at the twenty-eighth minute of the race comes an unexpected twist. The clutch betrays **Perfetti**, who must stop sadly, leaving **Bertinelli** in the lead.

**Restelli** takes full advantage of the driving time allowed by the regulation and enters the pit right at the last second allowed (40th minute of the race) to give the wheel to his partner, Peter **Bachofen**.

At the end of the pit sequence, the race sees **Bertinelli in the lead**, with **Bachofen** second keeping **Caponi** at a good distance, with the latter taking over from **Sabatini**.

**Petrone**, who on this occasion runs without the support of his regular partner, Giacomo Barri, firmly occupies the position at the foot of the podium, ahead of **Stojetz**, **Jurgen Ludwig** (Giulia Sprint GTA - OKP Alfa Delta Racing Team) and **Kamata**. The latter is the unfortunate protagonist in this phase of the race, due to an exit at the Semaphore corner. The white GTAm #34 gets stuck in the gravel and **is forced to retire**, making the **Safety Car's** intervention necessary; this reunites the group and gives an overboost of emotion for the last ten minutes of the race.

At the restart, **Bertinelli** does not get overtaken and immediately gains a margin that allows him to safely secure the victory. More difficult is the task of **Bachofen**, forced to defend from the aggressive **Caponi**, who overtakes him and gains the second place. The German driver responds immediately by regaining the position and no longer allows the Tuscan to undermine his second place.

After this extra thrill, **Bertinelli** goes to repeat the victory of Monza, becoming the **first driver to win two races in the Alfa Revival Cup 2023's overall standings**.

**Bachofen-Restelli**, already third at **Mugello**, score an excellent second place and **Caponi-Sabatini** confirm the podium of **Monza**. **Petrone** closes fourth, managing without problems **Stojetz** and **Ludwig** behind, first of the drivers with a non-GTAm model.



The winner **Davide Bertinelli** at the end of the race is tired but happy:

**"We managed to fix the car and the victories in Monza and here are proof of that. It has been hard for many reasons, it was very hot and I started in the back, so I had to recover. I had a good start, I jumped immediately second and I was for a few laps behind Daniele (Perfetti), before taking the lead. He stayed very close to me until he had that problem. The second half of the race was more relaxing and at the restart from the safety I managed to do well because between me and the second there was a lapped car that allowed me to run away immediately and take a little margin."**

Now all the expectations fly to the shores of the Adriatic for the **Italian Speed Festival on October 21-22**. On the magnificent **Misano World Circuit Marco Simoncelli** the protagonists of the **2023 Alfa Revival Cup** will hit the track ready to play their chances to close the season in the best possible way.

#### **The calendar**

April 28-29 – Mugello Circuit

June 10-11 – Red Bull Ring

July 7-8 – Autodromo Nazionale Monza

**September 9-10 – Autodromo Vallelunga**

October 21-22 – Misano World Circuit

#### **The Format**

**1 free practice session of 25'**

**1 qualifying session of 30'**

**1 race of 60'**

For press and communication-related inquiries: [press@canossa.com](mailto:press@canossa.com)

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#### ***The Canossa Team***

#### **Canossa Events**

Reggio Emilia, Milano, Miami, New York, Dubai  
Phone: +39 0522 421096 - Email: [info@canossa.com](mailto:info@canossa.com)

